

WATER-PROOFING PREPARATORY TO A BUSY CROP MOVEMENT SEASON

GRAIN

APRIL, 1945

"Deliver us from evil"



BUY WAR BONDS

Yes, With a New Determination!

BULGING POST-WAR TERMINALS; ALCOHOL FROM GRAIN SURPLUSES, PREDICTED

J. L. WELSH, President of the Grain & Feed Dealers National Association, as well as of Butler-Welsh Grain Co., Omaha, Lifts the Curtain on Post-War Avenues of Consumption for any Surplus Grain Glut, Before the Colorado Grain Dealers Association



I CANNOT go along with the plan to not raise crops, to reduce acreage, to cut production. We should plan on raising every possible bushel of grain and put every possible acre into production.

In Japan one acre feeds three, whereas in America it takes three acres to feed one. Science, through better machinery and seeds, made us a surplus producing nation. We have to face facts.

World War I increased production 5% through using marginal acres that are mostly out of production today. We have a different situation in World War II for we have increased production 23% with 5% less acreage. Better methods have been responsible.

Unbelievable Surplus Anticipated

WHEN this war is over there is going to be a REAL problem of surpluses. The Law now provides for parity two years after the January 1st following the closing of the war. There is no hope of war being over before next year, meaning parity must be maintained to 1947 or '48 or possibly even '50. The surplus of the Hoover days will be small by comparison.

In the past we looked to world markets to take our surpluses, but we soon produced more than the markets could absorb. Subsidy caused complaint by others that we were destroying world values. At one time the Orient refused one hundred million bushels of grain that was offered them absolutely free.

It is an axiom that there can be no prosperous agriculture without a prosperous industry, and when agriculture produces unwieldy surpluses it becomes a weight that soon pulls industry down with it. So, what to do with the surplus?

The curtailment program attempted to get us on a domestic producing basis. This was a defeatist attitude that did not solve the problem. It is not the answer anyway.

In the export market, nobody can buy unless we loan them the money, which we won't get back.

I am interested in the largest alcohol plant in the world producing industrial alcohol. I am convinced the scientists are living in a generation far in advance of us. They can make alcohol out of anything that has starch.

Starch Wasted; Must Plan Utilization

ANIMALS use very little of the starch in feeds. There are ten million tons of excess starch—mostly wasted in feeds—more than animals or humans can consume. Each bushel of grain makes 2½ gallons of alcohol, consuming all the starch. There is returned in the by-products practically all the feed value.

What to do with the alcohol? The chemists are the answer. We are now using 700,000,000 gallons of alcohol annually. Some is being used as the booster fuel in our giant aeroplane engines. Much of it is being used to produce synthetic rubber. Synthetic rubber is okay. We know how to make it better than the natural. We should never buy any more rubber! We can make plastics. No one can possibly foresee the extent of use of plastics. Firestone at present is making 3000 articles from plastics.

The Dow Chemical Company plant at Midland, Michigan, is foremost in the advancement of the science of using what we have in abundance. They started an industry on a salt well! Chemists working on salt water discovered they could make aspirin

Mr. J. L. Welsh is pictured at the first anniversary of Omaha's alcohol plant, known as The Farm Crops Processing Corp., at a dinner honoring W. M. Jeffers, president of the Union Pacific Railroad, which was celebrated on April 9th. Mr. Jeffers, as U. S. Rubber Administrator, originally approved construction of the plant. "Surplus grains on our farms have been at the root of all of our economic depressions and differences in this country for the past twenty years," said Mr. Welsh, head of the Butler-Welsh Grain Co. of Omaha, vice-president of the alcohol unit, and president of the Grain and Feed Dealers National Assn. "Industrial alcohol plants will be a big factor in using up surpluses and creating prosperity in the future as new markets are found after the war," he prophesied.

—125 tons a day, also epsom salts—commonplace things used in our daily life. They are making 500 articles out of salt water!

Lubricating Oil from Sand

THEY are starting on sand, now, and are making the world's finest lubricating oil out of sand! Scientists already know of thousands of things they can make. In alcohol we can have a limitless industry.

What are surpluses? I believe if we can develop an unusual use for 300 to 500,000,000 bushels of grain that our problem will be solved.

Starch, believe it or not, is made of water, air, and sunshine. None comes from the soil. The program, therefore, is not a soil depleting one. On the contrary, there will be returned to the farms, through feeding programs, more than was taken from it.

There are 600 known uses of alcohol now. When the war is over we will



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be out of tires and rubber goods, and filling these needs will keep alcohol producing plants running a long time. An increased need of 20 to 30 million gallons of alcohol per month is now in sight.

Alcohol for fuel? The oil companies say its no good for fuel, but war reveals the desirability of using 10% of 90 proof alcohol to get octane up through a moisture and alcohol spray into the motor. Each V-2 bomb is 100% powered by alcohol.

Power Own Plant from Grain Dust?

HENRY FORD says: "Farmers should raise the fuel they use on the farm—alcohol." An engine can use alcohol and distilled water. We can heat our homes, run planes, trains, trucks and tractors on it.

So our problem may not be one of a surplus at all, but of our ability to produce an adequate amount to take care of our needs. If we took, say 500 million bushels as our surplus, using 5% of our fuel needs as alcohol, it would consume ALL of that surplus that has been worrying us all this time.

What does it cost to produce alcohol? Entirely too much at the present time. Furthermore, some distilleries are dumping 400 tons per day of valuable feed into the bay. There is no help for it, nor is this any criticism. The alcohol is needed and the users of feed cannot be reached.

We are working on the problem of taking out the solids. In the process, CO₂ is recovered, and 150 tons of a dry ice a day, valued at \$60 per ton, could be made. We now have five different products and there will be many more. The cost of alcohol could be reduced possibly to 10 cents a gallon, or what is now by-products could become so valuable that the alcohol would get to be a by-product.

Giant Industries Would Crush Grain Outlets

IF THE alcohol industry can have a little help until such time as it can complete its research, enough income can be derived from by-products that the time will soon come when it won't need any help. There are difficult times ahead because many giant industries don't want these alcohol plants to go on and will do everything in their power to close them and prevent the competition of alcohol-from-grain.

Incidentally, from the solids which are a by-product of the alcohol industry, Germany has created many human foods. When this war is over I am convinced one of the wonders Germany will reveal is her use of alcohol. It may be that is what has made it pos-

sible to carry on and fight long after her sources of supply have apparently been cut off.

In conclusion, I would say again that there is no reason why every acre shouldn't produce to its fullest. It can be done and done profitably. The plan is workable; it is not fantastic at all.

MORE CORN ALCOHOL

Unlimited amounts of Nos. 4, 5 and sample corn may be used for making industrial alcohol during the second quarter of this year, according to WPB. Testimony before a special House food investigation committee earlier this month indicates that distillers will have to use substantially more grains this year to meet war requirements as well as to make up for sugar shortages. No liquor-mak-

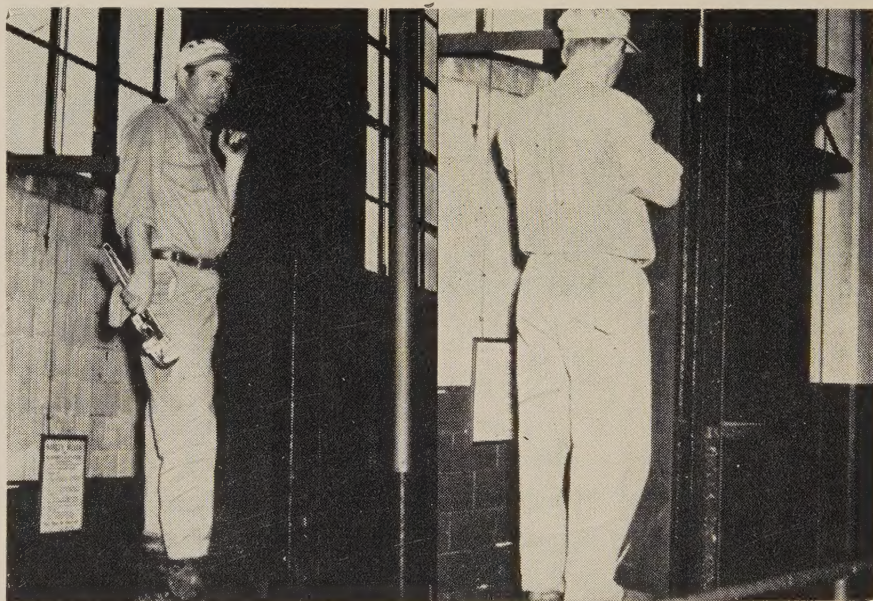
ing holiday is expected for the balance of the year.

TO EXPAND ALCOHOL PLANTS; DISTILLERS GET NO. 3 CORN

Expansion of present industrial alcohol facilities will probably be needed to meet the unprecedented demands of 638,000,000 gallons of 90 proof alcohol for 1945, as compared with 606,000,000 made last year, according to WPB.

To help meet this war-urgent need, distillers were just notified that they may now use an unlimited amount of No. 3 corn during the entire second quarter, which decision was also brought about by the recent drop in moisture content of the corn being received. The spent grain, the starch alone removed, moves into feed manufacturing channels.

MOST OF US DO IT WRONG



Melvin May of Corn Products Refining Company's Pekin (Ill.) plant consented to pose for these pictures showing the right and wrong methods of riding on the manlift elevators, writes Safety Engineer C. Pettit in the company's monthly "Sugar House Chips" publication edited by Donna Thrall.

Photog Bill Lindsay's left picture shows the manner most of us are wont to ride on the manlift. But Safety Engineer Pettit points out that Melvin is carrying a wrench in his hand, that one foot is off the step, that the man is not facing the belt, that the wrench could slip and injure someone below, that one foot might slip and the man would be helpless to prevent his falling off the step, and finally, that the man is not gripping the handles with both hands.

At the right Melvin IS facing the belt, IS gripping the handles with both hands, HAS his feet squarely on the platform, and is NOT endangering his own life or safety nor that of anyone else.

Mr. Pettit says that in addition to the above pointers on riding a manlift that caution must be exercised in getting on and off the step; that it is necessary to stand still on the step; that it is unwise and unhealthy to get curious about the safety device designed to prevent employees from going over the top of the belt—hence to get off at the top floor without fail; that such objects as tools, boards or lunch buckets must not be carried while riding the manlift, and that women are NOT permitted to ride at any time.

PREDICT GRAIN MOVEMENT JUMP OF 25.8%

Car loadings of grain during the second quarter of 1945 overshadow all other items moved by rail in the percentage of increased movement predicted by the 13 regional advisory boards. From actual loadings during the same period last year of 286,866 cars, this year some 360,948 cars will move, indicating everyone is going to be plenty busy in this segment of the industry. Carloadings of flour, meal and other mill products will increase from 223,201 cars last year to 235,789 cars this period, a 5.6% boost.

CARLOADINGS ON WAY UP

Cars loaded with grain and grain products recently have outdistanced figures of past years, and while the cumulative loadings for 1945 are still 10.6% under those of 1944 and 8% under those of 1943, yet indications now point to the biggest movement season in the history of the industry. Recent loadings are for the weeks ending:

	1945	1944	1943
Apr. 14.....	49,759	36,978	42,589
Apr. 7.....	46,341	40,120	41,959
Mar. 31.....	46,560	41,327	43,326
Mar. 24.....	45,822	43,261	44,979
Mar. 17.....	44,067	44,958	43,140

NOW IT'S CATTLE CARS FOR GRAIN

Cattle cars lined with paper seem to be coming into increasing use for shipping wheat in Kansas, according to reports.

CAR MOVEMENT TIGHTNESS TO EASE

To facilitate Army wheat requirements, outbound wheat, corn, oats, barley, rye and flaxseed from the Kansas City, Minneapolis and Chicago areas will move only under permit after May 1, and until July 31, except when wholly within the midwest origin area or as amendments demand. Flour millers, industrial alcohol distillers, and CCC's wheat export demand to fill the Army's relief feeding requirements in Europe will be given preference. Other needs will be filled as permits become available, wheat moving at the expense of coarse grains.

The free movement of wheat, however, will not include eastern and southeastern shipments from west of the Illinois-Indiana line and the Mississippi river south of Cairo except on permit, in order that most of the 2,000 empties a day being returned from eastern lines can be kept in the needed market areas. (Movement wholly within the eastern area is not affected.) While 4,000 new cars are now being built each month, old ones are wearing out at the rate of 1,200 a month, therefore new construction won't substantially alleviate the shortage before late fall.

Funneling most grain shipments into Kansas City, Minneapolis and Chicago will fill gaping terminals about the time the order expires, authorities contend, when it is expected more boxcars will be available for hauling grain by rail to Atlantic ports. Encouraging export movement through Louisiana and Texas ports with new low rates, southbound lines will be clogged with grain, it is predicted. In many areas the boxcars needed to move hundreds of millions of bushels of grain stored unprotected on the ground and hence in various stages of spoilage has been pretty well alleviated. Grain and processing interests presented data in Washington for three days prior to the ODT order. In order to obtain the further co-operation of ODT, however, it will be necessary to load all cars to their practical maximum capacity, as a spot check by ODT indicates that shippers were only meeting the minimum carloading requirements.



Reaching in through bin top opening, splash a quart or so of Larvacide over grain surface. Leave bin tightly closed. For bins only partially filled, increase dosage by ½ to 1 lb. for each 1000 cubic feet of empty space above grain.

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HOWARD McMILLAN TO DIRECT RELIEF GRAIN SHIPPING

The huge task of expediting the movement of grain to European areas has been assigned by the Army to Howard I. McMillan, president of the Osborne-McMillan Elevator Co. of Minneapolis. Until recently Mr. McMillan was a lieutenant colonel in the Army's service of supply. However, he will serve in a civilian capacity in dispatching relief cargoes to the starving populations of war-torn Europe. Adequate crops are understood to have been planted to sustain most sections after harvesting.

HALF-BILLION WHEAT TO EXPORT

Canada will export 300 million bu. wheat this year plus 60 million bu. flour (wheat equivalent) and the U. S. will add another 200 million bu. wheat plus another 85 million bu. flour (wheat equivalent) at the direction of the inter-agency committee on foreign shipments headed by Leo Crowley, according to the first survey of the world food problem. The movement of these quantities of wheat and flour will place a terrific burden on the plants as well as on the railroads, to say nothing of the lack of port intake capacity for bulk grain and the disruption of inland transportation in Europe. Port intake capacity must be expanded substantially.

CANADIAN GRAIN TO GULF

A through rail shipping rate of 28½c cwt. on carloads of export grain and grain products arriving at Milwaukee and Chicago from Canada by boat will be granted to Beaumont, Galveston, Houston, Orange and Texas City, Tex., and Lake Charles, La., effective May 2.

RAIL RATES REDUCED

Rail rates on grain shipments to the southeast were ordered reduced this month from one to 11c cwt. The highest slice went to the Pacific Northwest, Texas getting an 8c cut, Oklahoma and southern Kansas a 7c reduction, 4c off from Ohio and Mississippi river crossings, and so on.

20,000 NEW BOXCARS

The production of an additional 20,000 new railroad boxcars during the first nine months of this year is assured by ODT. These orders have already been placed by the railroads, too late for active SOGES car unloading committees to make suggestions beneficial to all. The new cars will be in service by October.

Country Depends Upon Agriculture

The installed horsepower in agriculture is greater than in transportation and industry combined, the Brookings Institute finds. The 1944 corn crop that the farmers hauled from the field would take 2,000,000 freight cars if all of it were hauled over railroads. That will give one some idea of the magnitude of agriculture and some idea of how much this country depends upon agriculture.—Roger M. Kyes, Pres., Harry Ferguson, Inc., before Detroit Agricultural Club.

WHEAT CARRYOVER UP

The probable wheat carryover on July 1st next is placed at 350 to 375 million bu. by BAE, which compares with 316 million bu. last year. A 1945 crop in excess of one billion bu. would undoubtedly result in a still larger carryover on July 1, 1946, despite the current large export demand, which the present boxcar shortage has so far rendered almost static. Apr. 1 wheat in the commercial visible was placed at 467,000,000 bu. compared with 408,000,000 bu. a year ago.

CANADA is reported to have sent one million bushels of wheat seed to Russia and France for spring seeding. — Searle Grain Co., Ltd.

LARGEST WHEAT CROP IN HISTORY

The largest winter wheat crop in history is indicated by the USDA monthly crop forecast of 862,515,000 bu. from 49,585,000 acres. Production was 764,073,000 bu. last year from 46,349,000 acres. The 10-year average (1934-43) was 585,994,000 bu. and the average yield was 12.7 bu. per acre as compared with the currently indicated 17.4 and last year's 15.4.

NEW WHEAT TO GROUND

Up to 90 million bu. of new crop wheat will have to be dumped on the ground in Kansas after harvest this summer unless present congested storage facilities are greatly relieved before that time, according to Gov. Schoeppel of Kansas. Some 265,000 boxcars are needed to move grain now in midwest elevators or on the ground, Walter Scott, Sec'y of the Kansas City Board of Trade recently testified.

FEED SUPPLIES AMPLE

Feed supplies per animal unit were said to be greater than last year, but are not in surplus, according to testimony before the special House food investigation committee earlier this month.

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WHEAT IDENTITY SCHOOL

A school on the technique of identifying wheat varieties by kernel characteristics was attended this month by all elevator and mill executives of Rodney Milling Co.'s organization at its McPherson, Kan., plant. Outside grain people interested were invited to the two-day school presided over by members of the Rodney staff who enrolled in the recent State College course on "Kernel Identification."

WHEAT GRIND OFF

From the seasonal January high of 51,287,310 bu. of wheat ground for flour and 2,886,408 bu. ground for industrial alcohol by 1,024 mills, during February the Department of Commerce reports the same number of mills ground 46,892,508 bu. wheat for flour and 3,743,052 bu. for alcohol. This compares with 46,441,265 bu. ground for flour and 3,270,846 bu. ground for alcohol by 981 mills in February of last year. Of the current grind, 44,066,534 bu., or 93.9%, was ground by 316 mills.

FLOUR GRIND FOR 1944 UP 1.3%

Wheat millers ground approximately 591,657,000 bu. wheat to produce 255,208,000 sacks of flour and 5,091,000 tons of offal during the calendar year 1944, according to the Department of Commerce, an increase of 1.3% over the 251,844,000 sacks produced in 1943. In addition, 33 mills ground 44,644,159 bu. wheat into granular flour for use by distillers in the manufacture of alcohol.

A one-ring circus was visiting a town in the hills of Tennessee. The folks recognized all the instruments of the band except the slide trombone.

One old settler watched the player for quite some time, then, turning to his son, said: "Don't let on that you're watching him. Thar's a trick to it; he ain't really swallerin' it."

DEVELOP DROUGHT DATA

A statistical method of gaging the probable occurrence of drought in any locality at any time of the year has been developed by the Soil Conservation Service of the USDA. The information obtained shows when sequences of dry or rainy days are most likely to occur.

AUSTRALIA BUYING U. S. SORGHUMS

Some 2,000,000 bu. of American sorghum grain is reported purchased by Australia to supplement home-grown feeds, a shortage arising because of drought last year. Efforts are being made to secure hay as well for the same purpose.

ARGENTINA GIVES WHEAT

Argentina has agreed to contribute 5,511,000 bu. wheat to the United Nations Relief and Rehabilitation Administration for foreign relief. This is in addition to the 1,837,000 bu. Argentina previously gave to Greece and the 3,674,000 bu. promised France.

CUBA TO SHIP MOLASSES, ALCOHOL

Imports of 70,000,000 gal. molasses and 20,000,000 gal. industrial alcohol, are permitted by a treaty signed this month with Cuba. The U. S. made available 1,200,000 200-lb. bags of flour to Cuba within the ensuing 12 months.

Constantly Progressing

Thank you for sending me copies of GRAIN. I read with great interest the constant progress being made by the Superintendents' Society, and think they are a grand body of regular fellows.—William F. Schaediger, retired, Corn Products Refining Co., North Bergen, N. J.

CANADA PLANS STARCH-GLUTEN SEPARATION FROM WHEAT FLOUR

As a practical step in appraising the potentialities of their new mechanical process for separating starch and gluten from wheat, the National Research Council of Canada is planning to construct a pilot plant in Ottawa shortly. The same process could be used to produce ethyl alcohol from the grain.

GRAINMEN TO CROP BOARD

Recently named president of the Nebraska Grain Improvement Association is R. Earl Miller, general Manager of the Updike Grain Corp., succeeding R. S. Dickinson, president of the Nebraska Consolidated Mills Co., who headed this worthy endeavor the past three years. First Vice President is Harold Roth, Omar Mills, Inc., whose personal efforts contributed so much to the success of the SOGES convention in Omaha. Second Vice President is Frank Sorensen of Kellogg Co., all of Omaha.

MILLERS TO COMPILE BUG DATA

A Committee on Infestation has been appointed in each of the districts of the Association of Operative Millers, each charged with the responsibility of writing up a report on the causes and cures of mill infestation from all angles. When completed the reports are to be processed through a sifting committee, the consolidated summary to be published by the Millers' National Federation.

A RELIEF

A salesman became tired of his job and gave it up to join the police force. Several months later a friend asked the former salesman how he liked being a policeman.

"Well," he replied, "the pay is good and the hours are satisfactory, but what I like best of all is that the customer is always wrong!"

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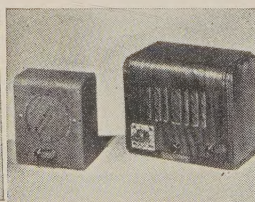
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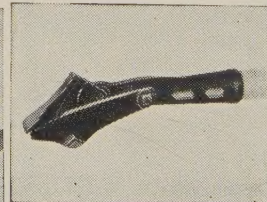
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ICC REGULATIONS ON CAR FUMIGATION

A number of incidents of late suggest a general review of the I.C.C. regulations governing cars of grain and/or grain products fumigated with inflammable liquids or toxic or poisonous liquids or gases.

Delivery to the carrier of cars so fumigated is prohibited until 48 hours have elapsed after fumigation.

Cars fumigated with poisonous or toxic liquid or gas must be placarded on each door or near thereto with a 10"x8" placard (red lettering on white cardboard) reading:

DANGER

This Car Has Been
FUMIGATED

with

(name of poisonous liquid or gas).

Before Unloading, open both doors and DO NOT ENTER until car is free of gas.

WEEVIL, MOISTURE DISCOUNTS

Supplement 4 to Food Products Reg. 2 replaces the Corn Regulation No. 346, effective Feb. 26. A new scale of moisture discounts starts at 1c per bu for each $\frac{1}{2}\%$ of moisture over 18% and up to 20%. In excess of 20% the discount is $1\frac{1}{4}$ c per bu for each $\frac{1}{2}\%$ over 20%.

Corn with an excess of damaged kernels, or corn which is hot or heating, musty, or sour, carries a scale of discounts in addition to the regular grade and moisture discounts. These are: Weevily, 1c; sour, 1c; heating, 3c, and hot, 5c per bu. For damaged grain in excess of 30%, the discount is 1c for each 10% or portion thereof.

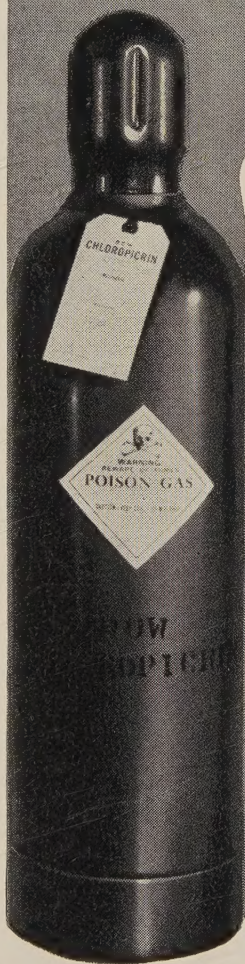
QUAKER BUYS V-O MILLING PROPERTIES; TO BUILD LATER

The V-O Milling Co.'s properties in Los Angeles were recently acquired by Quaker Oats Co. of Chicago. A 1,000 bbl. flour mill, a 250 tons daily capacity feed plant, a 750,000 terminal elevator, and a number of warehouses were included in the transaction. Built in 1933, the mill is one of the most modern on the west coast. Max and Arthur Viault were principal owners.

West coast operations will be under the supervision of division manager M. J. Aubineau at San Francisco. Paul H. Bimmerman of Sherman, Tex., will take over the general management of the plant. This latest acquisition is a part of Quaker's postwar planning that may be followed after the war with the construction of a large cereal plant in the Pacific Northwest.

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Canadian Entomological Investigations

GRAIN RESEARCH REPORT BY DR. B. N. SMALLMAN, ENTOMOLOGIST

The rust-red grain beetle (*Laemophloeus ferrugineus* Steph.) was reported more frequently and caused more serious infestations than any other insect pest of stored grain. Although this insect attacks only the germ of the wheat berry, its ability to initiate heating even in dry grain has been the cause for much concern.

As previously, infestations of rust-red grain beetles occurred chiefly in the temporary annexes. Most of these buildings are now four years old and moisture often gains access to the grain through breaches in the walls and settling of the floors.

The resulting local areas of "tough" grain serve as nuclei for the initiation of heavy insect infestations which soon spread to the dry grain. Farm-stored grain throughout the Prairie Provinces has also been subject to attack by the rust-red grain beetle.

Dryness No Deterrent

The Indian meal moth (*Plodia interpunctella* Hbn.) has become an important pest of stored grain in the Bay port elevators. The larva of this insect completely destroys the germ of the wheat kernel and fouls the grain with a heavy webbing.

These insects will attack very dry grain, and heavily infested grain may heat. Apparently, the insects can survive the eastern winters and large populations may be built up during the following summer. Fortunately, this insect seldom penetrates more than four foot below the surface of the grain.

Grain weevils (*Sitophilus granarius* L. and *Sitophilus oryzae* L.) were responsible for four infestations in the corn growing area of southern Manitoba. None of these infestations was particularly severe, but the introduc-

tion of these primary grain pests into Western Canada is a matter for concern.

Buggy Grain Sent to Rolls, Grinders

Preventative and control measures have been widely applied. To prevent the spreading of grain weevils, all infested grain has been fumigated and diverted into local mills or feed-houses. In co-operation with the Dominion Division of Plant Protection a system of three annual inspections of the Bay port elevators has been put into operation.

Indian meal moth infestations in these elevators have been controlled by the use of insecticidal sprays and fumigation. The effectiveness of routine treatment with an insecticidal spray as a preventative measure was demonstrated in one elevator where formerly Indian meal moth was a severe pest.

Organize Entire Control Program

Fumigation is often used successfully against rust-red beetles. Cars carrying infested grain to the Lakehead are inspected and when neces-

sary, treated before being returned to the west. Farmers have been advised of the advantages of turning "tough" grain in cold weather and of cleaning infested grain over screens or by means of threshing machines or combines.

These various efforts have resulted in a well-integrated system for the detection and control of insects in Canadian stored grain. It is a tribute to the vigilance being maintained by the grain trade that losses to date may be stated in terms of outlay for control measures rather than actual losses of stored grain.

INFRA-RED RAYS KILLS BUGS

To insure bug-free wheat germ stocks, the B. A. Eckhart Milling Co. of Chicago has installed a battery of infra-red lamps similar to those demonstrated to the Chicago SOGES Chapter over a year ago. The installation is working out satisfactorily.

Treasury Extends Thanks

The warm thanks of the Treasury Department is extended for the outstanding contribution that "GRAIN" has made to the War Finance during 1944, according to an advice just received from Thomas H. Lane, Director, Advertising, Press & Radio Division. He says further:

"During the past year approximately 85 million people have bought War Bonds. Climaxing our joint effort was, of course, the 6th War Loan. Although the final figures on the 6th will not be released until next month, they will show that once again all quotas have been exceeded by substantial margins.

"These are tangible results of which we can all be justly proud. You have played an indispensable part in this gigantic sales program. And your publication belongs in the front row of those who have made possible this support.

"I know you join with us in the determination to continue and even accelerate the progress of the War Bond campaign in the coming year."



ADD YEARS

to the Life of Your Plant Buildings with "HYDROZO" — the Colorless Mineral Waterproofing for Concrete, Brick and Wood Surfaces.

Investigate the 25 Years of Trouble-Free Service Obtained by a well-known Terminal Elevator at Kansas City. Have Your Contractor Use It. Get Details From

HYDROZO PRODUCTS COMPANY, Sales Office, 2306 University Ave., Madison 5, Wis.

PROFIT by EXPERIENCE

THE DAY organization has been solving dust control problems for 63 years. DAY facilities include engineering, fabrication and installation of entire systems — large or small — including all required sheet metal work. This experience and equipment are at your service.

The DAY DUAL-CLONE

This patented Dust Collector is the key to the uniformly successful operation of DAY DUST CONTROL Systems. Its advantages include low resistance, high separating efficiency, compact space-saving design, easy installation.

Call on DAY for All Sheet Metal Work

— standard or special — including spouting, piping, fittings, track shed dust suppressors, pneumatic dust and material car loaders, elevator legs, steel hoppers, miscellaneous steel bins and tanks.

*Important information for you in our booklet
"DAY DUST CONTROL". Write for a copy.*

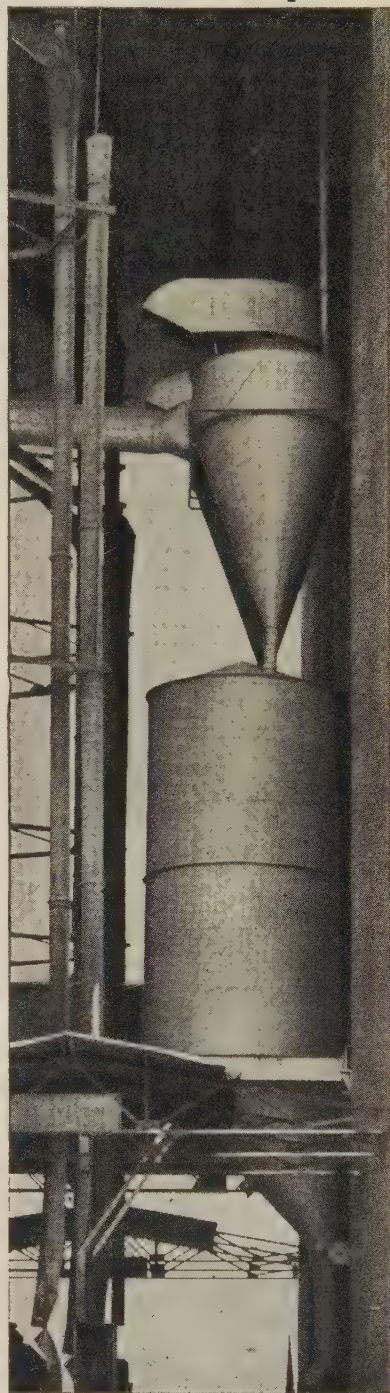
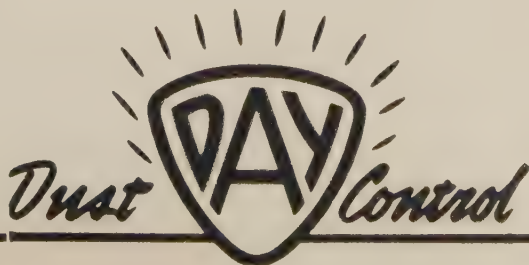
THE DAY COMPANY

814 Third Ave. N.E.

Minneapolis 13, Minn.

In Canada: The DAY COMPANY of Canada, Ltd.

613 McIntyre Block, Winnipeg.



One of many types of DAY installations at a grain elevator. The dust is discharged directly from the dust tank into box car below.

"IT'S NOT THE HEAT, IT'S THE HUMIDITY"

IT'S not so much the temperature of air as it is the humidity which governs the change in moisture content of grain in storage on farms and of grain on the standing stalk, says the U. S. Bureau of Agriculture Engineering.

Under controlled air conditions in the Arlington, Va., laboratory, engineers of the bureau made tests of flaxseed, soybeans and seed cotton in bulk and in flat pans. They also tested chopped hay.

They found that relative humidity of the atmosphere in which the moisture content of individual samples reached a point sufficiently low for safe storage varied somewhat with the different kinds of commodities but ranged from approximately 65 to 80%.

Cereal grain, when exposed to air at a relative humidity of 75%, absorbed or gave off moisture until the final moisture content was approximately the maximum recommended for safe storage. At a relative humidity of 65%, the moisture content of the grain was lower and at a relative humidity of 85%, higher than that recommended for safe storage.

A moisture content of 14% for cereal grain, 16% for soybeans, and 11% for flaxseed is usually low enough for safe storage under ordinary storage conditions.

Change Depends Upon Exposure

THE rate of change in moisture content of the samples at any given humidity and temperature depended largely upon the degree of exposure. When the commodities were exposed in such manner that each kernel or particle was in contact with moving air, the moisture content in-

creased or decreased in some cases as much as 2% in a few hours. When exposed in bulk, in layers only 4 inches thick, it took from five to seven days for a similar change to occur.

Variations in temperatures from 60 to 75 degrees F. at a constant humidity had little effect on the moisture content of the commodities. Considerable variation in moisture content of individual commodities existed especially at 85% relative humidity, ranging from slightly more than 13% for flax to about 33% for hay. As the relative humidities increased from 65% on, many of the commodities showed practically the same change in moisture content. This condition was particularly true of wheat, corn, sorghum, rice, oats and cotton.

In the case of soybeans, at relative humidity of 65%, the moisture content was lower than that of any of the other commodities, except flax seed. Stepping up relative humidity to 75 and to 85% increased the moisture content of soybeans similar to that of hay. When the two oil-bearing seeds,



"IS THAT LAST STITCH NECESSARY?—CONSERVATION, YOU KNOW!"

soybeans and flax seed were exposed to high humidities, a much greater percentage of moisture was absorbed by the beans which contain a higher percentage of oil.

Moisture Raises Fire Incident

Everyone has read of grain plant fires being supposedly started by spontaneous combustion. Various explanations fail to satisfy the majority. Perhaps the cause is discredited because little is known of it. One authority has this to say:

Moisture is the primary cause of spontaneous ignition fires in grain, feeds, hay, etc. Feeds with high moisture content first heat, then a gas is generated, the ignition point is reached, the gas explodes and then the plant or warehouse is on fire. Inasmuch as fires from this origin usually start with an explosion that scatters the flames over a wide area, they become almost immediately uncontrollable.

We've all heard that theoretically such fires are caused by bacteria thriving in the moisture and producing chemicals that by reason of their affinity for oxygen raise the temperature to the ignition point, which process generates a highly combustible and explosive gas.

Regardless of the theory, practical operators know that improper storage of such products as screenings, ground grain, feeds, brewers' or distillers' grains, gluten, etc., ofttime results in spontaneous combustion; that storage in bags is safer than in bulk because they can be exposed to the air on at least one side and end, and that frequent temperature readings are necessary in bulk storage so aeration may promptly follow heating.

SHOVEL OUT HOT GRAIN

About 30 tons of grain were shoveled out of the bins of a Minneapolis terminal by firemen to prevent rekindling of a blaze following a fire in the leg. Fortunately the flames did little damage and no grain was burned.

SHUCKS ATOP DRIER CATCH FIRE

Fire starting in corn shucks and silks in the top of the grain drier of a Topeka elevator recently caused smoke to pour out in volume. Confined to the drier unit, the damage was but slight.

*To keep our ships on even keel
Takes tons and tons of corset steel;
The die is cast, their fate is written,
Ladies now will bulge for Britain.*

HIGH CAPACITY GRAIN CLEANING EQUIPMENT for TERMINAL ELEVATORS!



NEW PRIORITY-RATED
EQUIPMENT AVAILABLE
FOR ESSENTIAL NEEDS

Hart-Carter normally offers a complete line of special, heavy-duty cleaners for terminal elevators. Included are the 2564 Carter Disc-Cylinder Separator, combining discs and cylinders; and the all-cylinder 45 Hart Uni-flow Grain Separator. These machines offer a profitable answer to whatever cleaning, grading, separating or processing jobs you may be called on to handle.

HART-CARTER COMPANY

670 Nineteenth Ave. N.E.

Minneapolis, Minn.

OUR INDUSTRY'S 1944 FIRE LOSS EXCEEDS FOUR MILLION

There appears to be little in the 1944 fire loss record to support any attempts to depreciate the seriousness of the losses by fire to our productive, military and naval forces, reports the National Fire Protection Association. During 1944 there occurred in the U. S., Canada and Alaska a total of not less than 122 fires which resulted in a loss of \$250,000 or more each. (The record is incomplete due to war censorship.) Here's a few:

Improper wiring is reportedly the cause of the Aultman Mills (grain, feed and flour) fire loss Feb. 12 at El Dean, Ohio, with an accompanying \$275,000 loss. The spread of the fire was the result of poor housekeeping, NFPA says. Conditions in this plant were such, however, that a very great portion of the insurance had been cancelled shortly before the fire because of unsatisfactory conditions.

The blaze was discovered by the night engineer and watchman at 2 a.m. and was then confined to the 4th floor, but fire had enveloped the entire building and spread to adjoining buildings by the time fire companies arrived. A similar fire under the same management occurred in July, 1943, at Irwin, Pa., and resulted in a \$250,000 loss, which was likewise not insured.

Four Lost in K. C. Blast

Four men lost their lives and 22 were injured when a dust explosion of unknown origin wrecked portions

of the central sections of the Larabee Flour Mills Co. plant in North Kansas City, Mo., on Feb. 18, 1944, NFPA cites. While the building was of fire-resistant construction, the dust collecting facilities were inadequate, ventilation was poor, and self-releasing vents were not provided. Heavy damage to the structures was due primarily to the solidity of the structures themselves, NFPA points out. Loss \$1,000,000.

WAVERLY, N. Y., June 30.—An explosion, probably caused by a stone going through grinding machinery and igniting dust, blew off the roof of one of the elevators at the unsprinkled Kasco (feed) Mills, Inc. In less than three minutes the entire mill was on fire, as well as several freight cars. Several outside volunteer departments arrived at the fire from 7 to 18 minutes to aid the local department. Loss estimated by NFPA at \$300,000.

ROANOKE, Va., Oct. 8.—Approximately 20 minutes after a watchman had made his rounds, a policeman telephoned an alarm for a fire in the four-story brick mill-type feed plant of the Roanoke Mills, Inc. The cause of the \$250,000 fire, which appeared to start on the first floor, is unknown. The blaze was through the roof when it was discovered. Sixteen hose streams were used to flood this unsprinkled building, but total destruction resulted.

ELKHART, Ind., Nov. 2.—A large

double elevator of the Federal North Iowa Grain Co. near here, containing largely soybeans, burned with a loss estimated by NFPA at \$250,000. The large structures burned down to the ground within 30 minutes. Lack of water supply (and supposedly outlets, too) made fire department pumpers helpless. The fire was due to an unscreened and possibly overloaded cob burner.

CHICAGO, Ill., Nov. 29.—A spectacular fire, which practically destroyed Rosenbaum Brothers' Belt elevator, will turn in a loss estimated at \$1,750,000, ranking it among the top civilian fire losses for 1944, states NFPA. Sixty-eight pieces of fire apparatus worked at the fire.

FIRE FLARES UP AFTER SIX MONTHS

Embers smouldering in the ruins of the Rosenbaum Brothers' "Belt" elevator in Chicago since it was destroyed by fire Nov. 30th were fanned into flame again on April 11th by a high wind. The Fire Chief said the fire had been smouldering in the tons of grain which the destroyed elevator contained.

KEEPING MATCHES OUT OF PLANTS

How do your readers keep matches out of their plants? Do they search every employee as he comes in every morning, search all visitors, salesmen, and others that come into the plant, or just how is it done? The match hazard is growing fast!—Super.

Maybe you can't shoulder a gun . . .
But you CAN shoulder the price of one.

180,000 Sq. Feet of Surface renewed with GUNITE and SURFACITE!



All the cracks in this fine-looking elevator were repaired by forcing tough-bonding Gunitite into them at a high pressure.

Then the whole structure was thoroughly waterproofed with an extra thick coating of Surfacite.

For a better than new job, write

JOHN D. BOLTON & CO.
20 N. Wacker Drive Chicago

CAN'T BLOW OUT MATCH WITH A HICCUP

At 5:45 a. m. a small fire started in the boot of an elevator. The foreman instructed an employee to go via manlift to the next floor and stop the elevator by removing the belt from a moving pulley. This procedure avoids stopping the entire bank of machines, thereby eliminated a delay of several hours in production.

The belt in question was near the ceiling, but was accessible from a cat walk of frame construction. This catwalk, with guard rails and toe boards, was within 18 inches of the belt.

The employee felt that the safest way to get the belt from the moving pulley was with a stick, but none was available. He momentarily debated whether to leave the platform to find a stick or not, but finally decided that the emergency of a fire necessitated immediate action. Consequently he braced himself against the guard rail and pushed against the moving belt with his right foot. The force of his weight caused the guard rail to break, he lost his balance and his right foot was dragged into the pulley. **RESULT:** Two broken bones in the right leg.

Lessons

Study loss experience showing direct and indirect cost of accidents.

Inspect the entire operation with a technically trained safety engineer.

Present study, including engineering recommendations, to management. Among other things see that shifters are installed on all pulleys.

Get closer interest of maintenance crew in proper guarding. See that the person in charge of safety passes on all such installations before and after they are made.

Get management behind establishment of safe practices after the engineering job has been completed. This will include proper orientation, including training, of new employees. —Food Section (NSC) News.

HOT BEARING IGNITES FLOORING

A hot bearing ignited the flooring under the grain bin at the Victoria Elevator in Davenport recently. After a hard fight, firemen, summoned to the blaze by a passing train crew who discovered the fire, averted a serious loss.

MINIATURE ELEVATOR AVAILABLE

We had a miniature dust explosion elevator made on USDA specifications which, as far as I know, is an exact duplicate. We used it quite a bit when first made, but we've let it lie dormant for several years. Now it seems to be back in popularity and we are planning on using it quite a bit on trips to the branch plants.

Any time you get in a jam, I'd be glad to send this out for you if we can spare it, and if it will do you any good.—George H. Steel, Ralston-Purina Co., St. Louis.

OATS DUST EXPLOSION KILLS ONE, INJURES FIVE

Oats were being loaded into a boat at the time of a recent dust explosion on the fifth floor of Cargill's "Electric" Elevator in Buffalo. One employee of the Buffalo Corn Exchange, Leo Responda, 47, died as the result of severe burns in the emergency hospital. Steel siding was blown off the building and damaged walls on two sides of the plant.

FLOUR DUST BLOWS UP

Flour dust caused an early morning explosion at the Waterside Milling Co.'s plant in Tacoma, Wash., on Apr. 1. However, the damage was only \$25,000.

EXPLOSION VENTS SELF

A fourth floor window was blown out and a dust collector on the 6th floor was damaged as the result of a dust explosion at Blair Milling Co.'s "B" unit in Atchison, Kan., on Apr. 16. Believed to have resulted from a metal particle passing through the rollers in the flour grinding department on the third floor, fortunately no fire resulted. An employee was cut on the knee but was released after hospital attention.

OBJECTS TO IRON HEAT

Somewhere recently I read something in "GRAIN" about the safety factor of using electric irons in dusty locations. I don't know how hot an iron gets, but I imagine it gets up to 700° or 800° F. anyway, and if you will look at your tables you will see that dust clouds can be ignited as low as 520° F.

I wonder if we aren't going out on a limb when we indicate that electric soldering irons are safe in a dusty location? I do not believe anyone can find any electric soldering iron with a Class 2 Group G Underwriters' rating. Look it up.—G.H.S.

LOCKING SWITCHES

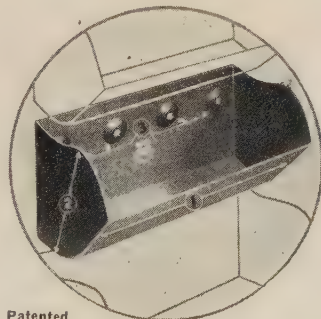
The need for locking the switch that controls the power on every machine where a production or maintenance employee is required to make repairs or adjustments is essential to any safety program. Some plants have reported a complete set-up for handling this problem. One plant has equipped every switch with a "safety pin," either bolted to the wall or chained to the switch that will definitely lock the circuit.

YOU NEED MAXIMUM EFFICIENCY IN YOUR ELEVATOR TO OPERATE AT A PROFIT!

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STANDARD OF THE INDUSTRY



Patented

WHAT THE DESIGN FEATURES OF "NU-HY" BUCKETS DO FOR YOU

1. High lip positioned to scoop up a full load—retain it and avoid premature discharge.
2. High sides reduce gaps between buckets—prevent spillage going up or over head pulley.
3. Bolt holes scientifically positioned to avoid hinging action over pulleys—aiding pick-up and discharge. Indentations eliminate locknuts and improve traction.

Whether you handle 10,000 bushels of grain per month, or 10,000,000, you need the efficiencies of "Nu-Hy" Buckets in your elevator legs. Their design permits continuous mountings on the belt with no "loss-gaps" in between—and they're shaped to pick-up and deliver bigger loads. Capacity increases up to 100% guaranteed.

Let us analyze your present operations to reveal your capacity possibilities. Write for Form No. 76.



ANSWERS FROM ABROAD ON GRAIN TRIMMERS

LONDON, Feb. 20.—Your letter dated Dec. 18 has been referred to me by the London Corn Trade Ass'n, to whom it was delivered. The Port of London Authority, as the controlling body of the principal docks in London, has, since its formation in 1909, paid particular attention to the expeditious handling of commodities from all parts of the world.

Large importations of bulk grain are discharged by means of pneumatic suction elevators, but it is not the practice to use electric grain trimmers in the hold, and such trimming as is necessary is performed by the gang with shovels, but satisfactory outputs are obtained.

In certain instances a plough board operated by the men in conjunction with the ship's winches has been used to trim the grain from the 'tween decks and this method is employed in the holds during the discharge of cottonseed by means of a bucket elevator.—Theo. Williams, Dock & Traffic Manager.

LIVERPOOL, Feb. 8.—In reply to your letter of Dec. 18th last, I have approached one of the leading firms in this port who are interested in the discharge of grain, etc., from ships, and the following is an extract from their reply:

"Mr. Clark will appreciate that this is a grain-discharging port and not a grain loading port. The only appliances we know of are 'ploughs', such as are used in the U. S. A., controlled electrically on deck and operated by wire ropes.

"These ploughs are used in our case to clean up the bottoms of holds where bucket elevators are used for discharging. They are not necessary when the discharge is done by suction. But we see no reason why electrically controlled ploughs should not be used to trim the cargo in vessels loading."—J. M. E. Nicholson, Acting Sec'y, Chamber of Commerce.

GLASGOW, Feb. 7.—I have to acknowledge receipt of your letter of Dec. 18 on the subject of electric grain trimmers. I have been in communication with the General Manager of the Clyde Navigation Trust, which Body controls the Port of Glasgow, but he informs me that these trimmers are not in use in Glasgow nor does he know of any British port

using them.—Thomas Cameron, Glasgow Chamber of Commerce.

HIS UNLOADING IDEAS

Regarding my bulk grain unloading thoughts, I have been trying to solicit some help from railroad engineering staffs, but without avail. I will try again through other channels. In the meantime I will cast my ideas at your readers and hope something develops.

I believe everyone concedes the fact that we must bid farewell to the ropes, chains, shovels and trip reverse gears that served so well through many years. Another thing we can be sure of in making any change is that any new mechanism will cost infinitely more than a shovel shaft.

Here is my idea—the grain car to be held in a cradle and tipped sideways after the grain doors are removed. This would give an approximate floor slope of from 40" to 44" and considerable of the car's contents would thus be emptied. The car door opening then would be in position to allow a square traveling conveyor to operate along the entire length from the door opening to the end of the car—the pitch of the car floor being sufficient to permit all grains to clean freely.

As I visualize such a device, the only sweeping that would be necessary would be where the conveyor had operated, and in my opinion the Redler conveyor people, or similar makers, could build the necessary conveyor to be direct motor driven and carried in and out of the grain car on a cam with an extended arm. All one would have to do would be to turn on the juice. That's all there'd be to it.

Now let's have the suggestions of the readers of "GRAIN."—Robert G. Hunt, Tacoma, Wash.

ENTIRE MEETING ON CAR UNLOADING

The Minneapolis SOGES Chapter will devote the entire session of its monthly May meeting to "Mechanical Car Unloading." The round table discussion will be conducted by Past SOGES President Paul H. Christensen of Van Dusen-Harrington Co., who has been conducting much investigational work on his own. New officers are to be elected as well.

THE FRAUENHEIM UNLOADER

Concerning our box car unloading machine, I can only say that we installed the one at the Monarch Elevator and it works very well. As I see it, the various people interested still do not wish to pay more than \$500 for a set of shovels, regardless of results.

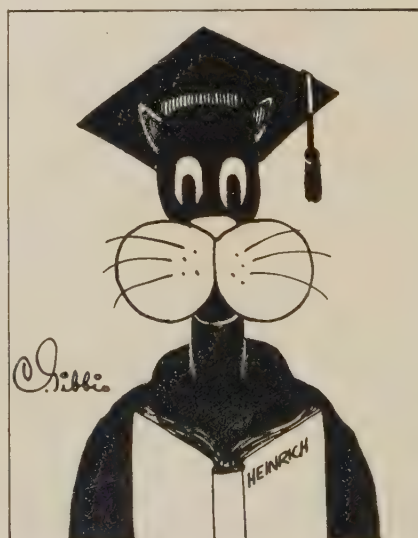


As I pointed out at the SOGES 1944 convention, this machine will do twice what the others did, and it cuts the labor in half. Due to my present new position I am unable to do further field experiments on this machine, but if anybody is interested I would suggest that they make such interest known to "GRAIN," and I'm sure you can have something worked out.—Ed Frauenheim Jr., G. J. Meyer Malt & Grain Corp., Buffalo.

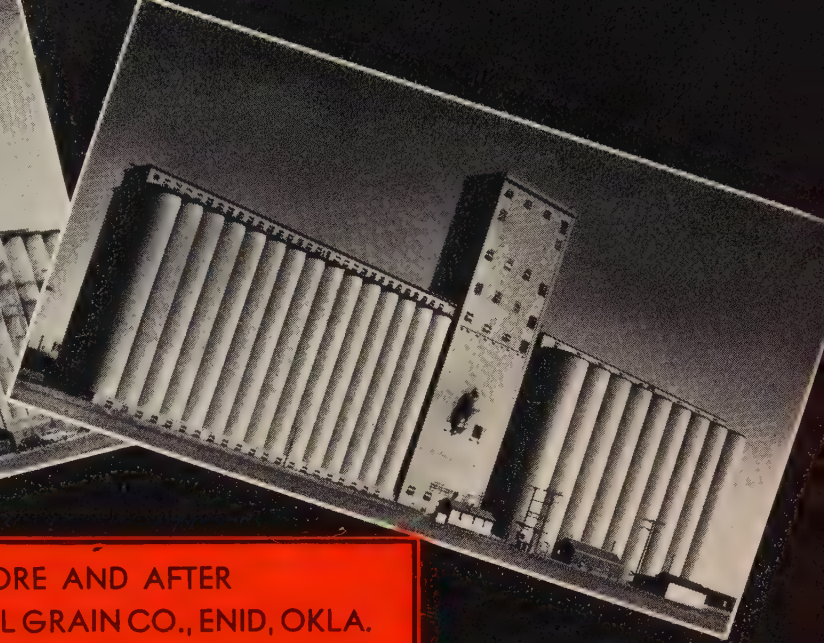
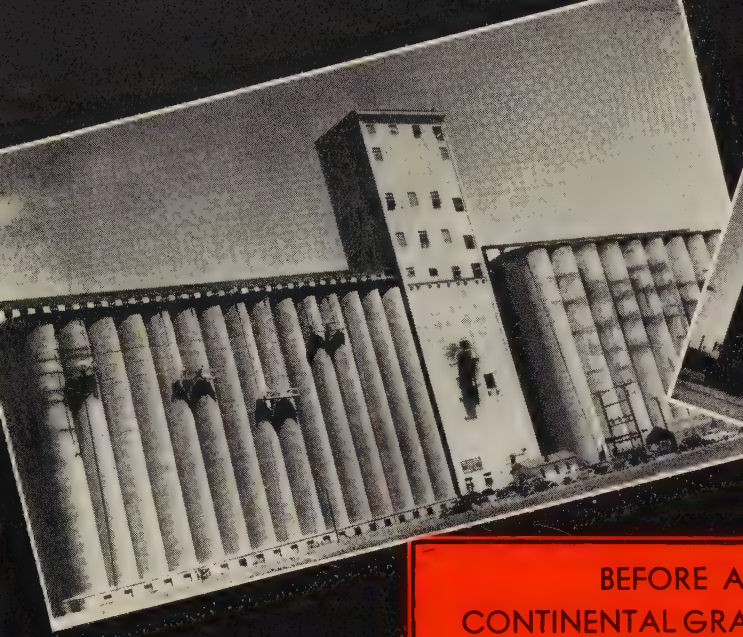
HAS UNLOADING IDEA

Charles J. Winters, Super of the New Orleans Public Grain Elevator, is intently working on a car unloading idea that has, in my estimation, considerable promise. Perhaps he will soon tell the readers of GRAIN about it.—S. C. Klaus, Zeleny Thermometer Co., Chicago.

*Woman (learning to drive): "But I don't know what to do."
Husband: "Just imagine I'm driving."*



Snooper, the boiler room cat, says—Only knowledge and understanding of occupational dangers can correct them. Encourage your men to attend the free classes in Industrial Safety Engineering.—Gibson Franks.



BEFORE AND AFTER
CONTINENTAL GRAIN CO., ENID, OKLA.



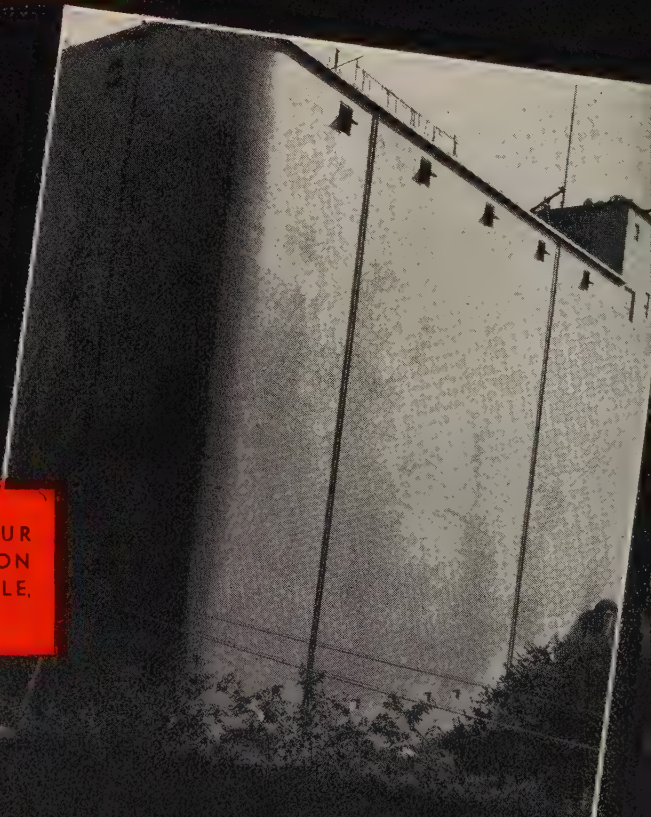
CEILING UNDER
DOCK; HALF OF
ONE UNIT; 798
UNITS.



GRAIN ELEVATOR,
DOCK AND WARE-
HOUSES, NOR-
FOLK, VIRGINIA.



MOORE-LOWRY FLOUR
MILLS, REA PATTERSON
BRANCH, COFFEYVILLE,
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Here's what we mean when we say — Weatherproofing and Restoration jobs done by B. J. Many Company are *expertly* done . . . providing maximum protection against moisture and deterioration.

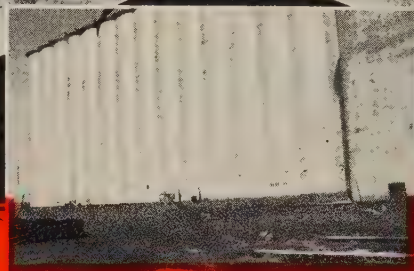
A B. J. Many Company job costs more; it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy.

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SECURITY ELEVATOR CO.
HUTCHINSON, KANS.
VIEWS OF ELEVATOR B



SECURITY ELEVATOR CO.
HUTCHINSON, KANS.
VIEWS OF ELEVATOR C

REVIEW OF ANNALS OF SOGES IN GRAIN'S FIRST ISSUE; COPIES OF SIX AND THREE YEARS AGO REFLECT CONSTANTLY INCREASING MOMENTUM, ASCENDING ACTIVITY, WIDER CO-OPERATION AND PARTICIPATION. BACK COPIES PACKED FULL OF MEATY DATA.

GRAIN has another birthday this month. Yes sir, nine years old, and growing every day in stature and service. But we think many of GRAIN's helpful readers would like to have recalled for them some of the features that marked its "coming out" issue nine long years ago, so here goes:

Lead article was by Hylton R. Brown, government authority on dust explosions which told of the construction details of the miniature elevator used to demonstrate the force of various ignited dusts. He pointed out that only 7/1000 ounce of dust per cubic foot of air will supply the proper mixture for an explosion, urged proper venting to reduce losses, modernized suction systems for clean housekeeping, careful selection of non-explosive fumigants, and protection against sparks in all sectors.

Well-known Ed Raether of Minneapolis followed with an interesting recitation on handling grain in the Argentine, the practice of building terminals on high bluffs so the grain falls 200 ft. by gravity right into the

waiting ships; their "Fair Average Quality" grading system, and their various gauge size mongrel box cars used. Despite this latter fact, they were the first to use grain doors, he pointed out.

The late Henry P. W. Keir of Bartlett-Frazier Co.'s Wabash elevator in Chicago, and Oscar Olsen (pictured) of Peavey's Duluth terminal got the spot light that month—an interesting feature we'd like to continue if Supers would cease being so modest, as well as camera-shy.

Vic Champlin of Archer-Daniels-Midland Co., the late Frank Neilson and Jim Hayhoe of Cargill, Inc., and others gave the advance details of the 1936 SOGES convention in Duluth and Minneapolis, a combination split between the two important grain gateways. Another feature was on the "chicken and bean" dinner membership teams contest—and Duluth's famous "bean pie" is still the cause of comment.

Opens Drying Technique Studies

Harold Wilber of A. E. Staley Mfg. Co., Decatur, came through with a helpful treatise on "Theory and Prac-

tice in the Drying of Grain"—an article that has resulted in a lot of helpful discussions at SOGES gatherings. Following was an article reprinted from the *Saturday Evening Post* entitled "Dust," written by Art Baum, now one of the big boys on *Business Week*, who formerly worked in a South Chicago terminal.

Cartoons pictured the late Godfrey Morgan of Spencer Kellogg & Sons, Buffalo, as a barber, just having clipped a wide swath diagonally across Oscar Olsen's scalp, depicting the kind of trimming one new-membership team was going to give the other. Jim Hayhoe has never quite forgiven us for picturing him sitting on the edge of a davenport, his wrists handcuffed, a girl at the other end of the sofa, the girl's detective-father sitting unconcerned in the next room, back turned, Jim muttering: "This is the last time I go out with a detective's daughter." Another cartoon pictured Roy Henrikson of Terminal Grain Corp., Sioux City, chinning over the fence with Elmer Karp, then with the Farm Board, Roy saying: "No sir! Getting the bonus just before election won't influence my vote—my wife spent it yesterday."

SIX LONG YEARS AGO

In the April 1939 issue, six years ago, we read that the SOGES annual convention in Milwaukee had just adjourned. Edward S. Terry, Vice President of Stratton Grain Co. and then President of the Milwaukee Grain & Stock Exchange, congratulated SOGES on its 10th anniversary in the feature article, said he didn't know who the first grain superintendent



Terminals • Subterminals • Refiners • Processors • Manufacturers. (See below).

"GRAIN"

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Subscriptions: \$1 yr; abroad \$2; 15c ea.
Phone WABash 3111. Dean M. Clark, Pub.

"CIRCULATION: Owners, Operators, Managers, Plant Superintendents of Terminal and Sub-Terminal Grain Handling and Grain Processing Plants, including Storage, Transfer and Cleaning Grain Handling, Flour Mill, Brewery, Distillery, Yeast, Paint, Synthetics, and Cannery Elevators of One-Half Million Bushels or More, and the Larger Cereal, Feed, Soybean, Flax-Linseed, Malt, Starch, Wholesale Seed, and other Terminal Manufacturing and Processing Plants; Railroads and Harbor Commissions Owning and/or Operating Terminal Elevators; Designers, Engineers, Contractors; Insurance Specialists, Safety Engineers; and Inspectors and Weighmasters. **CIRCULATION CONTROLLED** — Reaching the Entire Industry. Advertising Rates Are Yours for the Asking. Your Inquiries are Cordially Solicited.

was but recalled the biblical story of Joseph and how during the years of plenty he "gathered corn as the sands of the sea" and how, when the years of famine came, he not only had grain for his own people, but had plenty to sell to the neighbors, which he did. "He may also have been the first man to run a 'corner'", Mr. Terry continued, "but he used it to a good purpose and demonstrated the soundness of the principle of supply and demand, for which down through the ages none of our wisecracks have ever found a legitimate substitute.

"The Good Book does not say whether Joseph had any trouble with his corn heating or whether he had to turn it and clean it or not, but probably he did," Mr. Terry pointed out, "for he was able to dispose of it after keeping it in store for seven years, so



"HE WON'T USE A PATROL WAGON DURING THE GAS SHORTAGE."

he must have been right on the job—just as you Superintendents are always on the job watching the grain in your care and using your knowledge of the various grades to improve your output. For, verily an incompetent grain Superintendent is a liability to his employer and an alive, wide-awake one is a joy and a blessing to his boss and maketh much money for them both," he concluded.

The convention reported Ted Manning of Uhlmann Grain Co., Kansas City, as succeeding Ed. Raether, then with Rosenbaum Brothers, Omaha, as SOGES prexy; Gil Lane of Arcady Farms Milling Co., Chicago, moved into first vice presidency, and Percy Poulton of N. M. Paterson & Co., Fort William, into second berth. The program was packed with such juicy morsels of value that pages would be required to review the high lights.

Ought to Get Change Some Day

Further back in that issue the Chicago Chapter is reported discussing a more suitable name for SOGES, one which would cover the multiple processing, refining, and manufacturing activities in that group. . . . Frank A. Peterson, Baltimore, suggested the use

of a piece of dry ice for getting separated mercury in moisture thermometers back together. O. H. "Jack" Horner died on the 13th. . . . Erich Reiner, President, Houston (Tex.) Milling Co., in discussing the varying cost of unloading grain pneumatically, called attention to the factors of: how high the system is set, how far it is to the scale, the labor cost on various docks, whether the grain is loaded in high narrow holds or in large shallow ones, whether the elevator discharges the whole hold or whether only part of the hold is discharged, the electric power rate, and the efficiency of the man handling the suction hose. He figured 200 hp. per ton of grain, estimated his costs, despite a very low power rate, at 1c per bu. . . . The Steinlite Moisture Meter was put on the market. . . . And, now that the supply of labor is going to become a little more plentiful than previously, the final article dealt with the plant executive desirous of improving the performance of his crew regularly sitting down to check over every man in his crew for: general attitude, safety record, skill, adaptability, speed, physique and the working conditions under which they must work.

AND THREE LONG YEARS AGO

It's been three long years ago since the SOGES convention in Omaha, reports the April, 1942, issue of GRAIN. The Omaha grain and processing interests put on an outstanding convention. Gil Lane succeeded Paul Christensen of Van Dusen-Harrington Co., Minneapolis, as president. . . . R. B. Pow, Reliance Grain Co., Ltd., Fort William, became first vice president, and Herbert C. Brand of Quaker Oats Co., Cedar Rapids, became second. . . . Sabotage, unifying protective measures, fire prevention, and conservation of man-power were the themes stressed. . . . Faith, hope and hard work was the formula cited for winning the war. . . . Special binning for vitamins was sounded as the keynote for what's ahead in elevator operation. . . . A morning in the laboratories of the Omaha Grain Exchange, under the careful guidance of Harry R. Clark, topped off with a buffet luncheon on the exchange floor, completed a long-to-be-remembered convention.

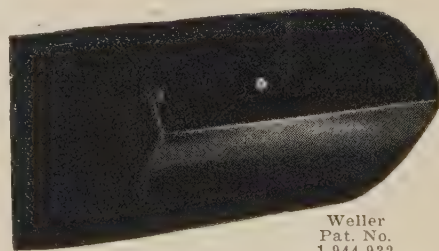
Prefabricated concrete spout linings reinforced with discarded cleaner screens, high abrasive steel with twice the wear of carbon steels at little additional cost, doping car pulling cables with hot gear compound, and re-spotting car puller cable drums to avoid acute angles, were a few of the more important maintenance subjects treated. . . . The corn acidity subject and its relation to safe storage, any-

thing over 23 being considered dangerous to handle, came in for discussion, as did the effect of sick wheat upon the baking quality of the flour. . . . Discrepancies in moisture tests were blown wide open by Harold Wilber. . . . "Lead, Don't Push!" counseled Gil Lane. "I think we should ostracise the word 'boss'," he said in focusing the theme of his remarks around the qualifications of a successful supervisor, "for there is no room in industry for that word or any of its principles as they have been known in the past. We have found you can lead men much farther than you can drive them so much more dependence must be placed upon the winning of willing co-operation than upon a hard-boiled 'take-it-or-leave-it' attitude. And the supervisor who knows how to lead men invariably is a good teacher. Good teaching consists of getting men to understand what you are talking about and what you expect of them, and how you want it done and why." . . . Leonard Danielson of Arcady did not believe the static controversy would become settled until someone undertook some practical experiments.

Frank A. Theis, President of Simonds-Shields-Theis Grain Co., Kansas City, speaking on, "The Front Office and the Super," said the relationship must be one of perfect team work, constant co-operation, loyalty on the part of the Super and understanding and appreciation on the part of the front office. "I know of no group in our industry which is serving it better than is the SOGES," he said. . . . Two were killed in a Texas dust explosion.

(If you like this "History in Review" feature won't you tell us?)

MAKE THIS CONVINCING TEST!



Equip one of your elevator legs with the

CALUMET Super Capacity Elevator **CUP**

Compare results! Check increase in capacity. Count saving of time, labor, cash. Do that and it's "dollars to doughnuts" you'll replace all old style buckets with the elevator bucket that has the Logarithmic Curve. From Form 35 you can learn how much increased capacity may be obtained. Send for it.

B. I. WELLER CO.

327 S. La Salle St.

Chicago 4, Ill.

When "Grain" Was Born

BY "COLONEL CONDITIONS"

In April, 1936, GRAIN

Most of us who get up here to the position of manager and superintendent are likely to forget the fact that it was energy and NEW IDEAS that got us here. Now don't think I'm preaching, for I'm not. I can imagine a lot of you guys (same as I'd be!) swelling up in haughty

grandeur and saying, "Where does this bird get his stuff!"

Well, I'll tell you. I happen to like these young fellows who've been working so hard to get out this magazine, and when they asked me to contribute a line or two I just took an extra heavy drag on my cigar—and let go.

Here's my dope, and if you think I'm pulling the wrong bin, write me in care

of the editor and I'll challenge you to a duel of loading a vessel or shipping a hundred cars! (Time and cancellation reports to be the rules.) And I'll go to bat sooner than you can say "Bin burnt!"

Well, here's the stuff, fellows. To my way of thinking, the bozo who sits on his—, well, I was going to say "tail" but I won't—the fellow who lays around all the time instead of DOING something, can't expect to keep up with the parade. Now I know in my own case that when a new way of handling a certain grain comes into view, I like to try it out—just to see if it's better than what I've been doing. If a new method of elevator procedure pops up, I like to give it a whirl—just in case it will fit my own particular needs better. I'm not bragging, but I do believe in keeping an open mind. And the fact that I've been in this business since I lost a derby on Bryan's first effort shows I'm not talking through the same hat.

We've got to keep up with the times, boys, and one of the finest ways I know of is to digest the contents of this magazine thoroughly. This may sound like a deliberate boost, but it isn't, because I've been in the game long enough to know what it's all about, and seeing as how I've already read the proof-sheets, I know what I'm gabbing about. If we all absorb the information that's presented here, I'm sure we will be on the way to better things.

Plastic Bucket Next?

I note that several SOGES members are interested in aluminum belt buckets as a step towards minimizing or eliminating dust explosions originating in the legs. The idea sounds fine, providing they are not too expensive, and yet the additional expense would be more than warranted if an explosion could be prevented. This might also require an aluminum leg well, but even so, higher costs would be mighty cheap insurance for plants, lives, businesses, and jobs.

Four years ago, I too, was interested in a new type of bucket. I endeavored to introduce a plastic bucket at our Edgewater, N. J., plant. We were making a certain kind of plastic from corn by-products, however our plastic was not yet fully developed then and could not be used. But in view of the fact that the plastics made today are tough and durable, light and static proof, they should be safe and just the thing needed in the grain handling operation.—Wm. F. Schaediger.



Weevil-Cide Speaks for Itself

If you use Weevil-Cide, you know what we mean.

If you've never tried it, we suggest that you do so . . . and allow the product to "Speak for Itself."

3 TO 1
Choice
of
Terminal
Elevators

THE *Weevil-Cide* **COMPANY**
THE DEPENDABLE GRAIN FUMIGANT
1110 HICKORY STREET
KANSAS CITY, MO.

Dental infection is the greatest source of ill health among war workers, according to a leading industrial surgeon. Arthritis, neuritis, eye infections and often anemia and general weakness have been traced to infections about the teeth which have been relieved or corrected by the removal of infection.

Handy Guide to Wage-Salary Control

The letter of the law, its explicitness in some instances, its omissions in others, has been found by business executives to be the only safe guide to foolproof operations and maximum advantages under current regulations. The difficulty most of us have had, however, is in finding time to track down the various rulings and interpretations and give them thorough study. Particularly has this been true in the field of wage-salary stabilization where one law has piled upon another, where situations have altered cases, and where control has been invested in not just one, but several government agencies. Answers today may be found in a new text, "Wartime Wage Control and Dispute Settlement," published by the Bureau of National Affairs, Inc., Washington 7, D. C., cloth bound, 576 pages, \$6.75.

FOREMEN'S INSTITUTE OFFERS TEXTS

Rule-of-thumb methods still prevail over a wide area of industrial housekeeping work, states a release from the National Foremen's Institute of Deep River, Conn. Up to now industrial housekeeping methods and procedures have seldom been studied and evaluated by a practical expert.

To provide a manual of methods, schedules and organization understandable to every member of the cleaning crew, and as an indispensable text for the supervisor, R. F. Vincent has written "Industrial Housekeeping Manual—Methods, Schedules and Organization."

Some of the chapters in this 116 page book are: The Importance of Work Methods; Safety Pays; Floor Surfaces; Cleaning Sanitary Fixtures and Lockers; Common Sense About Soaps; Selection, Use and Care of Cleaning Equipment; Functions and Duties of Foremen and Crew Members; Working Schedules; Vermin Extermination; Record Keeping, etc. The book sells for \$2.50 plus postage.

Another text recently published is called: "How to Handle Labor Grievances—Plans and Procedures," and sells for \$4.00. "Conference Leader Training" is a third text offered at \$2.50.

Can Give Bonds

War bonds as rewards for increased efficiency shown by your highly skilled professional workers are held not in violation of the wage-stabilization rules. At least WLB held that an oil company did not violate regulations by offering such prizes every three months.

CHICAGOANS TO CATACOMBS, UNDERWRITERS LAB; DISCUSS POST WAR DEVELOPMENTS, ALUMINUM BUCKETS; SCORE FIRE FIGHTING, "UNAPPROVED" RECOMMENDATIONS; GIVES CAR UNLOADING COMMITTEE THE NEEDLE.

The fish fry annually held by the Chicago SOGES Chapter was a complete success this month—even down to the mountains of perch—although some preferred steak, chicken and frog legs. Held at Lundgren's in Hammond, some 38 attended a program designed for adjournment at 9:15, but the talks and the discussions resulted in President Steve Halac of Glidden Company having a hard time breaking it up at 11:05.

Hinting at a subterranean Chicago tunnel trip in May wherein special attention may be given to substructure construction, underpinning, movements, and maintenance, and a probable June trip through the Underwriters' Laboratories under the wing of Dr. A. H. Nucholls who has been conducting some interesting and revealing dust explosion experiments within a solid steel bomb casing, as well as their annual July outing, President Halac appointed three past presidents, Messrs. Gasler, Lane and Laugen, to present a new slate next meeting.

Talks of Post-War Aluminum Buckets

Ed Escher of Screw Conveyor Corp. gave a fascinating outline of the changes that might be gradually anticipated in the handling and processing of grain and grain products in the post-war era, and Russell B. Maas of the same progressive firm outlined the development and current status of the spark-proof aluminum bucket which, he feels, definitely will come along.

"It's human failure that causes explosions," William H. Gassler pointed out. "All the explosions I know of were caused outside of the leg where dust was in suspension, ignited by a spark."

"The city is after all of us," Lloyd Forsell spoke up. "I don't know what the answer is to the dust explosion hazard the city claims as a basis for boosting license fees, but I do feel their demands are not justified. Why don't we put our grievances together and combat present outrageous demands? The city doesn't know what the score is and the underwriters do not approve recommendations being

demanding by political appointees who prescribe for a malt house today and a meat market tomorrow. Another point, while the increase in the license fee may seem insignificant at the moment under present conditions, what about tomorrow?"

"A chemist's testimony is needed to squelch the city's claims," Mr. Gassler thought.

Mr. Halac appointed a committee of experts to delve into this dust explosion hazard situation from all angles, appointing a representative from many processing industries, including: Chester J. Alger, Corn Products Refining Co.; A. H. Nucholls, Underwriters' Laboratories; Emil Buelens, Glidden Co.; William H. Gassler, Rosenbaum Brothers; Gilbert P. Lane, Arcady Farms Milling Co.; Charles E. Harbin, Underwriters Grain Ass'n; Russell B. Maas, Screw Conveyor Corp.; Lloyd Forsell, Albert Schwill & Co., and Pres. Halac.

All Pressure One Way Now

"Firemen run away from grain elevator fires," Mr. Halac said, in citing the city's demand for a costly (\$2,500) and needless standpipe installation extension. "I feel the Chicago fire department should change its methods of fighting a grain plant fire before they climb all over our necks. The department cannot even get water up 100 ft., yet the last five fires originated in cupolas. Now that they are going to boost the license fees because of the fire protection alleged necessary, are we going to get any improvement?" Mr. Forsell spoke of isolated kilns in their case. Mr. Gassler said the fire departments thought hot grain ignited the elevators.

Indicating that the Committee on Car Unloading was soon to meet to map out a solid front to the carriers who, it seems, have been conducting an investigation on ways and means of improving boxcar design and construction to bring the most help to the greatest number of users—to which queries the busy Supers have given less than passing thought because they have not been of one mind

nor has the matter been sufficiently and recently enough discussed, President Halac added Lincoln D. Scott of Corn Products Refining Co. to this committee.

"Your committee believes a combination dump-box car is the answer to both the railroads' and the shippers' problem, and we ask your co-operation and discussion on this pertinent subject, particularly timely at the moment in face of the huge new boxcar building program just approved for the carriers by ODT. Unless we all clamor for the same thing we cannot expect to get any place on car unloading," he said, winding up this interest-

ing and helpful meeting with a dissertation on a lively new tangent of interest and concern around grain handling and processing plants, namely "The Psychology in Safety Color Dynamics."

Official baseball schedules were given those attending by Fred Melberg of W. D. Allen Mfg. Co.

SOUTH AFRICA is suffering continued deterioration of the corn crop, due to the prolonged drought. Trade estimates place the prospective corn harvest below last year's reduced crop and considerably below average. If such a decline occurs, little or no surplus for export may be expected during the coming season.—Searle Grain Co., Ltd.

THAT IMPORTANT Y-O-U

The biggest firm you will ever work for is **YOURSELF**. The hardest boss you will ever have is **YOURSELF**. Your best friend and your worst enemy, your greatest asset and your most dangerous liability are one and the same—**YOURSELF**. Your capital is as great as **YOU** yourself make it. Your credit is **YOU**. Your earning ability is governed by just one thing—your own personal efficiency, and remember, if the goods you sell are right, if the service you give is real service, the world, as Emerson has said, "will beat a path to your door."—Arcady Wonderblast.

Repeaters

In studying the reports of accidents, we see certain types of accidents occurring again and again. These are what we term "repeaters."

A lot of these "repeaters" are strains and sprains that are so difficult to foresee and prevent. However, it is very interesting that during the depression when jobs were hard to get, that we had very few of these cases. There has been a tremendous increase in these cases during the war when jobs were plentiful.

While we know that every accident is preventable, we must realize from a practical standpoint that some of these cases are hard to control. However, we do have certain types of accidents continually showing up in our reports that can be prevented. These accidents are caused by human failure to use judgment, and through education and training we can correct these failures and prevent these accidents.

BUILDING ANNEX

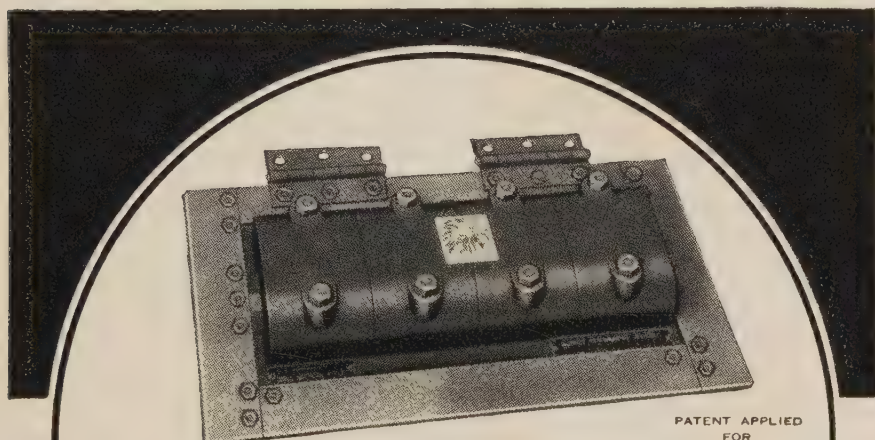
A complete bulk soybean elevator is being added to the properties of the Western Soybean Mills of Sioux Falls, S. D.

BUYERS GUIDE

The first edition of the "Grain Trade Buyers Guide" is just off the press. Devoted to grain grading; dust control in country elevators; increasing chain drive, rope and belt life; fumigation; fire fighting; trouble-shooting in motors and generators; scale maintenance; thermometer system care; cob burner specifications; recommended cleaner screens; bucket data; layout of small soybean plant; SOGES safety essentials, and much seed information, the text is being mailed out at the present time by Publisher F. L. Beakey of 211 W. Wacker Drive.

"Why does Geraldine let all the boys kiss her?"

"She once slapped a lad who was chewing tobacco."



CLEAN TRAMP IRON

from Feeds and Grains

at Lower Cost!

with

Eriez



NON-ELECTRIC permanent MAGNETIC SEPARATORS

THE small cost of installing Eriez Magnetic Separators is often much less than that of one machinery breakdown. Eriez Separators are approved by Mill Mutuels and backed by a 10 year free service guarantee. Install Eriez Non Electric Magnetic Separators in your conveyor system or processing machinery. Eliminate fire hazards and protect your investment in expensive processing equipment.

Write for new Bulletin 102A to . . .

ERIEZ MANUFACTURING COMPANY

119 East 12th Street • Erie, Pennsylvania

A Life Assuring Policy

By C. GIBSON FRANKS, Chicago Super

INDUSTRIAL safety is a subject which is receiving greatly stressed attention at the present time, due, at least partially, to the shortage of manpower and the increased demands for the maximum utilization of available manpower in furthering the war effort.

Safety consciousness has been gaining more and more attention from progressive industry in recent years even prior to the present emergency.

There are many corners, however, which still do not give sufficient sincere attention to a definite safety program. In many of these plants the extent of the program consists of displaying the posters mailed to them from the various safety organizations and of little else.

Safety Like Personal Life Insurance

IBELIEVE there are few men in this day and age who question the value of life insurance for their own present and future protection. If it can be demonstrated then that investment in maintenance of a vigorous safety program is to an industry what life insurance is to the individual, we will have established sufficient argument for our purpose.

The economic waste to industry resulting from loss of time of skilled employees, disability payments, and lawsuits for damages due to industrial accidents has been thoroughly demonstrated many times over and does not require restating here.

The premiums paid by the individual to an insuring company are his contribution toward providing for his

and his family's protection against the inevitable and burdensome costs of accident and misfortune. These premiums must be paid regularly and conscientiously or they do not serve the purpose for which they are intended.

For industry, in a like manner, all steps taken towards promoting safe working conditions in a plant and safe working practices by workers



Snooper, the boiler room cat, says—The Jeeps are really putting the boys ahead in the scrap and your safety program will put you ahead in your production.—Gibson Franks, Chicago.

can be likened to the premiums paid by the individual for his protection. It follows therefore that, just as in the case of the man and his insurance, the company cannot afford to permit its policy to lapse because of failure to meet the premium requirements. Any failure to continuously plan for and stress safety is a failure in meeting these premiums.

Only Get Out What You Put In

SINCE the amount of insurance protection a person benefits from is dependent directly on the amount of premium he pays, it likewise follows that the protection derived by industry depends on the degree of investment it makes in its safety program.

It will be a sad day indeed if, when the war comes to an end, there is any letdown in safety promotion because of the inevitable increase in available manpower. There is probably little chance that this will occur in those plants where adequate safety programs were maintained prior to the

war or those plants where wartime experience has demonstrated the benefits of effective planning for safety.

However, just as it is sometimes difficult to sell a man his first insurance policy, it is also sometimes difficult to originally sell thoroughly the idea of a safety policy. Once, however, that person derives any material benefit from his protection he needs no further urging in meeting his obligation.

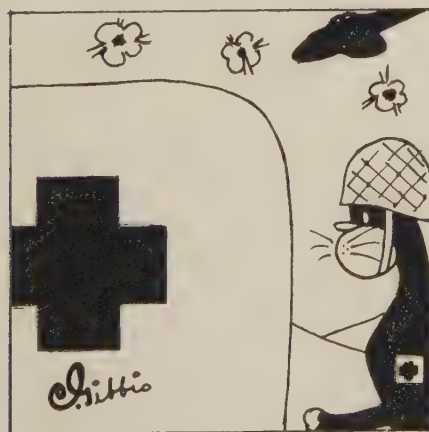
It is hoped that those employers who have reaped their first safety benefits from wartime safety consciousness, instigated by the publicity being provided through the national safety organizations and wartime agencies, will likewise have learned their lesson and will provide comprehensive programs of their own.

Safety Training Widely Available

MANY means of aiding the employer in prosecuting his safety program have been extended by the government through the existing safety organizations. One of the most beneficial of these has been the courses in industrial safety engineering offered under the auspices of the National Safety Council with the co-operation of various educational institutions.

Fortunate indeed is that employer whose supervising personnel and workers, through managerial encouragement or their own volition, have availed themselves of this opportunity to expand their knowledge of safety procedures and promotion.

The initial premium on a life assurance policy for safe working conditions and safe workers in these plants has been paid. It only requires that



Snooper says—Time lost on the production front endangers lives on the war front. Work SAFELY!—Gib Franks, Chicago.



Snooper says—Don't let a careless moment of yours cost a life over there.—Gib Franks.

industrial management continue to encourage and support the safety programs and the employees behind those programs in order to keep their policy in force.

Is your company one of those which has paid its premiums and is meeting its obligation to itself and its employees? Think it over and then act accordingly.

The hired girl had been sent down to the brook to fetch a pail of water but stood gazing at the flowing stream apparently lost in thought.

"What's she waiting for?" asked her mistress, who was watching.

"Dunno," wearily replied her husband. "Perhaps she hasn't seen a pailful she likes yet."

SAFETY RULES

Manlifts

1. Never ride double.
2. Never carry any large tools on manlift that might catch on the ceiling.
3. Never ride with hand-brush in hip pocket.
4. Never use manlift to carry sacked goods up or down. Use the freight elevator.
5. Always face the belt and grasp the handhold.

—ALBERS MILLING CO.

THE TRAVELING SAFETY ENGINEER

By H. W. Puetz.

A nomadic life with ever changing scenes, make up the career, of the traveling safety engineer.

Traveling throughout the year far from those at home and loved ones dear.

Weather, time and conditions he never fears. His job is to consul safety from the engineer.

Like a minister lecturing his flock, the safety engineer lectures around the clock.

Only men who know-not dismay, can teach the principles of safetyway.

Experience gained through the years, like rare wines, get richer and more valuable with each added year.

His thoughts at end of day as he travels on his way, Oh Lord, have I saved someone from injury to-day?

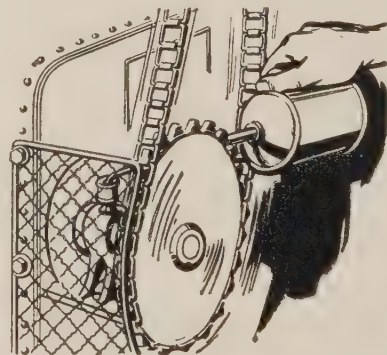
For health, happiness and good cheer.

Best wishes from the traveling safety engineer.

CAUSE & CURE

Lubrication

A millwright was oiling bearings on a machine. When he reached between the chain and the sprocket, his fingers were caught by the sprocket chain, causing the loss of one finger.



Correction: The machine could not be shut down for oiling, but provisions were made for oiling machines by permanent oil line. The sprocket chains were guarded completely. A detailed inspection of the job was made to eliminate all similar hazards.

FINGER GROOVES AVOID SLIPPING

Finger grooves cut in the underside of truck handles results in less chance of slipping, a more comfortable grip and less fatigue. A trucker's hand first grips the handle to "position" the groove, and then slight grooves are cut to fit the fingers.

YOU HAVE A JOB TO DO!



You are going to be pushed to meet the enormous demands for food and feed—sinews of war and the peace to follow.

Equipment must be "TOPS"; belting is an important unit in your set-up. SUBSTITUTES WON'T DO—YOU NEED THE BEST. CONSIDER—

REXALL
(No Rubber)

PREWAR QUALITY
37½ OZ. DUCK
NO PLY SEPARATION
LESS SLIPPAGE

DOES NOT DETERIORATE
WITH AGE

IMPERIAL BELTING COMPANY

1750 S. KILBOURN

CHICAGO 23, ILL.

For Your Bulletin Board

May

1—Tues. Good housekeeping saves time, breeds safety, prevents fire, controls waste, improves morale, conserves health and promotes happiness. Clean up.

2—Wed. Spitting on walks or floors is a filthy habit and likely to spread germs.

3—Thurs. Violations of instructions caused a large percentage of our 1944 accidents.

4—Fri. Beware of spitting blowtorches. They are especially dangerous around electrical equipment.

5—Sat. Never place ladders in front of doors opening toward the ladder.

6—Sun. Soft-toed shoes will not protect your toes from falling objects. Safety shoes will.

7—Mon. Alibis for accidents seem like slim excuses to us.

8—Tues. If the safety rules are not clear to you, speak right up and ask questions.

9—Wed. Bearings, clutches, etc., should be examined daily for excessive heating.

10—Thurs. One milling plant recently worked over 1½ million man hours without accidents. Is it too much to ask you to work safely today?

11—Fri. Keep material and tools off of ladders, catwalks and out of aisles.

12—Sat. Do not start any machine unless safeguards are in place and working properly.

13—Sun. "Tricks of the trade" are the easiest methods of doing a job. If you don't know them, ask your foreman.

14—Mon. Not every machine can be made fool-proof, but we want the best possible guards for every danger point.

15—Tues. Do not work alone under conditions you know are especially hazardous.

16—Wed. Consider the safety of others—especially new employees.

17—Thur. Do not run up or down steps. Walk, and use the hand rails.

18—Fri. A good tool deserves a place and it should be in that place when not in use.

19—Sat. One tax you can square by working safely—the accident tax.

20—Sun. Thinking is man's most useful work, providing action follows the thought.

21—Mon. Tools or clothing should not be carried up or down a boat ladder. Use a line.

22—Tues. Clean mud or greasy substances off your shoes, before climbing a ladder.

23—Wed. Carefully plan each job. Know the tools necessary and use them safely.

24—Thur. Operate enclosed switches with your left hand. This will keep your body out of direct line of a flash, if one occurs.

25—Fri. Before using newly acquired equipment, see that all guards are in place and check to make sure everything else is OK.

26—Sat. Get first aid for every injury.

27—Sun. Learn how to use all the fire fighting equipment which is provided.

28—Mon. A safety code defines certain hazardous proceedings that common sense says should not be done.

29—Tues. Safety is a prayer for protection from folly and carelessness.

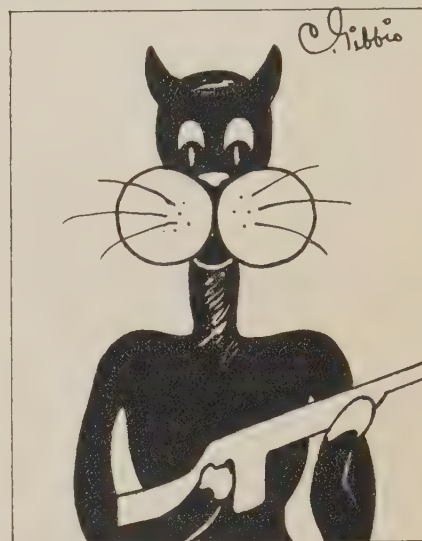
30—Wed. It is better to prevent than to lament.

31—Thur. The saving of human life is more commendable than any other human act. Learn first-aid.

Home accidents for 1944 resulted in a wage loss, medical expense, and overhead cost of insurance totaling approximately \$550,000,000,000.

The school child most likely to get hurt is a seventh grader in a street or sidewalk accident not involving a motor vehicle during the month of May, reports the National Safety Council. These facts are based on the Council's annual survey of student accidents.

Snooper, the boiler room cat, says—Keeping guns and grain plants clean are both essential to safe operation.—Gib Franks.



DON'T WORRY! YOU MAY HAVE AN ACCIDENT

Better be safe than worry! That's today's warning from SOGES Safety Committee Chairman Oscar W. Olsen of the Globe Elevators, Duluth.

The reason? Eighty-five percent of the accident victims in a large hospital admitted that they were brooding about something when their mishaps occurred.

A-N-D the Psychiatry Department of Cornell University reports that mental unrest invites colds by drying the nose's lining which contains protective organisms.

Don't worry!

Among manufacturing industries, the explosive industry has the second lowest accident frequency rate. It is topped only by the ladies' garment industry.

Beginning in May an average of 1,000 persons lose their lives each month through drowning in the United States, the National Safety Council says. This monthly average continues through August.

We believe that each Superintendent will find some way of using these reminders to good advantage. Where you have bulletin boards or blackboards, you may wish to post (or write) these reminders on those boards. You may also use them for your own series of instruction cards, pay-roll inserts, etc.

By using the entire series, either on bulletin boards or by distribution to all employees, you will reach all workers in the plant with a succession of messages which will call their attention to all known hazards at least once during the year. SOGES Safety Contest Director Clarence W. Turning invites your comments and suggestions.



SOGES MEMBERSHIP TAKES BIG LEAP

New memberships in the Society of Grain Elevator Superintendents have taken quite a spurt forward in recent weeks, according to John Belanger of the Manitoba Pool Elevators, Ltd., Port Arthur, SOGES Second Vice President in charge of this activity. "If it didn't take so long from the moment an SOGES seed of an idea is planted until it bears fruit beneficial to the entire industry," he reasons, "we know we'd have several times the present 400 progressive members now gracing our ranks who all have their able shoulders to the wheel in the interests of finding new and better ways of doing every task.

"We're mighty proud of the new members joining with us, to say nothing of the outstanding ones who have recently reinstated their memberships," Mr. Belanger confides, "and we welcome the application of all progressive men in our industry interested in working towards our common goal of increased efficiency." Here are the names he reports:

618 James Messersmith, Kansas Flour Mills Co., Kansas City.

619 William J. Scoles, International Milling Co., New Prague, Minn.

620 Kenneth A. Fisher, Minneapolis (Minn.) Milling Co.

621 Henry Bowman, George J. Meyer Malt & Grain Corp., Buffalo.

622 Roy Johnson, Moore-Seaver Grain Co., Kansas City.

623 George Spafford, Wyandotte Elevator, Standard Milling Co., Kansas City.

624 Archie M. McCormack, Archer-Daniels-Midland Co., Chicago.

625 John E. Carlson, Globe Elevators Division, F. H. Peavey & Co., Duluth.

626 John Maki, Globe Elevators Division, F. H. Peavey & Co., Superior.

627 Logan Veatch, Stratton Grain Co., Chicago.

628 Jerome Melliore, Vitality Mills, Inc., Chicago.

629 Harry E. Erickson, Lauhoff Grain Co., Danville, Ill.

630 Jesse F. Pugh, Quaker Oats Co., St. Joseph, Mo.

631 Nelson Cotton, Jr., Ohio Farmers Grain Corp., Fostoria, O.

632 Stephen A. Molnar, National Milling Division, National Biscuit Co., Toledo, O.

Reinstatements; Transfers

162 William T. Husband, Sec'y, E. R. Bacon, Grain Co., Chicago.

172 William A. Randall, Portland, Ore.

282 Milton E. Crosby, James Stewart Corp., Chicago.

380 Alex Ross, National Harbours Board, Halifax, N. S.

322 Percy McCallum, Saskatchewan Pool Terminals, Ltd., Port Arthur.

447 L. B. Cunningham, Quaker Oats Co., Peterborough, Ont.

INVESTMENT, NOT EXPENSE

I assure you that I feel that my SOGES membership in the past has been profitable, and that it will be in the future. I consider it an investment rather than an expense to my firm. While I can perhaps offer but little of strength to our Society, yet I am willing and anxious to be one of a progressive group and to lend such support as may be possible at all times.

My attitude toward my job, and my relations to all co-workers, is pretty well expressed in a little clipping I made from a small advertisement of Marshall Field & Co. in which they used to topic "Obsolescence". The article came to HUMAN obsolescence, and applied the lesson thus:

"A buyer or a packer or a sales clerk who now does his job only as well as he did it five years ago IS WORTH LESS relatively now than then. He is outmoded. That is true because there are other buyers and packers and sales clerks who have unquestionably become more efficient and more productive.

"It isn't a matter of YEARS or of AGE, it's a matter of keeping up-to-date. Not only do we as an organization have to be AWARE of what's new—if it's constructive we have to SUBSCRIBE to it . . ."

I am subscribing to all I can absorb from affiliation with my co-workers of greater experience and wish the officers and the organization success in putting our work to its highest state of efficiency.—Earl R. Evans, Evans Elevator Co., Champaign, Ill.



Application for Regular Membership

Society of Grain Elevator Superintendents

BOARD OF TRADE • Phone WABash 3111 • CHICAGO 4, ILLINOIS

To the EXECUTIVE COMMITTEE:

Date.....

Being engaged in the Management or Supervision of a Grain Terminal or Grain Processing Plant, I am eligible to the grade of ☐ Member or ☐ Associate Member, and do hereby apply for Membership in the SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS.

I enclose ☐ herewith (or will pay on receipt of invoice ☐ check for \$..... covering current dues.

RATES OF DUES: Owners, Operators, Managers, Superintendents—\$10. Associates—\$25

My Name in Full.....

Title..... Birthday Month..... Date.....

Firm Name

Mail Address..... Zone Number.....

City and State..... By.....

A Voluntary Body Formed to Promote Greater Knowledge in the Maintenance and Efficient Operation of Grain Elevators and Grain Processing Plants and the Solving of Mutual Technical Problems with a View to Adopting More Economical and Less Hazardous Practices.

CHICAGO WRESTS TITLE FROM MINNEAPOLIS, TIE BROKEN; KANSAS CITY IN SECOND PLACE

Because of a nail the shoe was lost, because of the shoe the horse was lost, because of the horse going out into other pastures the king had to go to work. All of which adds up to say that the nip and tuck hard-fought tie in the SOGES inter-chapter new membership contest has been busted wide open and the Chicago boys are well in the lead.

Last month Minneapolis and Chicago SOGES Chapters were again tied with nine members apiece. Kansas City reported eight. But now Buffalo comes in and because a new member they had obtained there lived in Minneapolis—but moved to Buffalo last month, Buffalo snatched him from the Minneapolis column. And were it not for the fact that activity is evident in both the Buffalo and Toledo areas why the General Group would now be tying Chicago's 14 new cap feathers—but both Toledo and Buffalo emphatically say: "No, we want credit for our own gains." Anyhow its interesting to read the current standings and to calculate on

what they'll be next month, so here they are:

Chicago	14
General Group	10
Kansas City	9
Minneapolis	8
Buffalo	2
Toledo	2
Ft. Wm.-Pt. Arthur.....	1
Omaha-Council Bl.....	0
Total	46

BLOWERS, FORSELL AND MAAS STILL NIP AND TUCK

By a strange trick of fate, Lloyd Forsell of Albert Schwill & Co., Chicago Chapter Vice President, John Blowers, Standard Milling Co., Kansas City Chapter Secretary, and Russell Maas, Screw Conveyor Corp., Hammond, are still tied in the SOGES new-membership contest. Each turned up for the most recent period with four new members to his credit. And from all appearances it doesn't look as

though their rivalry will subside in the least.

Trailing the leaders with three apiece are SOGES President Herbert C. Brand of Quaker Oats Co., Cedar Rapids, and Clifford A. MacIver, A-D-M Co., Minneapolis Chapter President.

Stanley, Christensen, Auld, Olsen,
Halac and Kier Tied

Two new memberships or reinstatements each were turned in so far by Ward Stanley, Standard Milling Co., Kansas City; SOGES Director Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis; James Auld, Hales & Hunter Co., Minneapolis Chapter Secretary; SOGES Director Oscar Olsen, Globe Elevator Division of F. H. Peavey & Co., Duluth; Steve Halac, Glidden Co., Chicago Chapter President, and SOGES Director Jim Kier, National Milling Division, National Biscuit Co., Toledo.

Others Contribute to Net Gain of 46

Sixteen members each went out and told another about their association and they each persuaded one new member apiece to join hands with them in the worth while undertakings of their Society. Shortly many of these



our creed . . .

"To KNOW HOW and DO IT"

WE ARE THE ONLY VOLUME OPERATORS THAT SPECIALIZE IN MECHANICAL INSTALLATION, RE-CONVERSION AND MAINTENANCE SERVICES THAT INDUSTRY CAN USE TO ADVANTAGE.

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ALL PHONES SEELEY 1677

will add another new member to their credit and in the process will join the ranks of those mentioned above, whereas still other members will break into this first step 'ere long. Here are those obtaining a new member apiece, according to John Belanger of Port Arthur, as of publication date:

Clifford Steiner, Central Soya Co., Decatur, Ind.
 Gilbert Lane, Arcady Farms Mlg. Co., Chicago.
 Ben Danielson, Arcady Farms Mlg. Co., Chicago.
 John Mack, Standard Mlg. Co., Buffalo.
 Jerry Jurgens, A. P. Jurgens Co., Minneapolis.
 Arthur Osgood, The Day Co., Minneapolis.
 Jim Shaw (deceased), Port McNicoll.
 Ted Manning, Uhlmann Grain Co., Kansas City.
 Jim De Jarnette, Continental Baking Co., Kansas City.
 Ed Frauenheim, Jr., G. J. Meyer Malt & Grain Corp., Buffalo.
 Don Hansen, International Mlg. Co., Minneapolis.
 Charles F. Peterson, Simonds-Shields-Theis Grain Co., Kansas City.
 Gordon Laugen, A-D-M Co., Chicago.
 Milton N. Martin, Vitality Mills, Inc., Chicago.
 R. B. Pow, Reliance Grain Co., Ltd., Ft. William.
 Fred Sibbald, National Grain Co., Ltd., Ft. William.

"GRAIN" CALLED "ESSENTIAL"

"Please be informed that your publication of 'GRAIN' is an essential activity encompassed by Group No. 35 of our National List," reads a statement from WMC Area Director Lester Brown. [This determination does not necessarily have Selective Service implications, but refers only to paper and printing priority.]



"AMBROSE IS LITERAL-MINDED--HE READ IN THE PAPERS THAT THE CAR SHARING GOAL IS 3½ PEOPLE PER CAR!"

PRESIDENT BRAND'S MESSAGE TO SOGES MEMBERS

ALMOST another mile-stone has been added to the annals of our Society since our last convention in Chicago. And before going further we should pause in silence with a solemn prayer on our lips in memory of the many brave men and women who have made the supreme sacrifice thus far in this global war, and the many more who are still facing the final phase of the world's bloodiest conflict ever waged by supposed civilized nations for the cause of freedom.

Whenever nations decide to take the profits out of war, and put their faith in God instead of mere man and politics, they will then have solved the problem of any future conflagration as now seething around the world.

Most of our Society's chapters have been functioning with very good results, according to all reports. And our membership likewise is increasing, which is very gratifying particularly in face of the fact that all are working under abnormal conditions brought about by the exigency of war.

Compliments "New Name" Committee

THE committee assigned to the task of selecting a suitable name for our association has come through with a full report, which shows a lot of serious thought in the selection of a number of names to cover the exact field of our activities. For a number of years, it will be recalled at our annual conventions, the present name of our Society apparently was considered a misnomer, and did not properly cover the membership, especially since a large number of Processors were interested in our activities. We hope a wider scope in the name will persuade more interested prospects to become members. The report of this committee should have our careful consideration at our next annual convention, and should be cleared to the entire satisfaction of our membership and to the ultimate view of new members.

Approves Aluminum Bucket Experiments

We have received a copy of the annual report of the National Fire Protection Association, in which organization our Society holds membership. And while nothing very pertinent was discussed this year, there is



one committee report under Section 8, where our able representative, Bill Schaediger asked about the use of aluminum or plastic buckets to eliminate the possibility of dust ignition in elevator legs. We think this question has merits and should be worthy of some experimenting.

Asks Executive Members' Opinions

DUE to strict O.D.T. regulations and other war measures, we deem it wise and advisable not to attempt to hold our regular annual convention this year. We trust and hope before another mile-post has passed, the Lights will ALL be on again over the entire world and we may resume in 1946 some of the things delayed during the past year. We would, therefore, suggest canvassing the executive committee members to determine their opinions on the time and place for a meeting of their group, providing they consider it advisable. I would suggest June or July.

From correspondence received I have been wondering what, if any effect there would be to hold no meeting of any kind, other than the monthly chapter meetings, until after the war was over? Please ask all the members of the executive committee to write your office on this matter, as well as to include any other pertinent thoughts, and soon.—Herbert C. Brand, Quaker Oats Co., Cedar Rapids, President SOGES.

B.C. TERMINALS INTO SACKING

Sacking along the Atlantic Coast has been a war development of which little, until lately, has been heard. The trend has moved steadily westward. Today the terminals of British Columbia are getting into the sacking of wheat for British Empire countries and also to Russia under lend-lease arrangements, which movement may reach 15,000,000 bu. within the next few months.

Total grain exports from Vancouver terminals so far for this crop year are under 2,000,000 bu. as compared with 14,400,000 bu. for the same period a year ago. [One partly loaded vessel (sacked with wheat) was said to be the first from Prince Rupert (north of Vancouver) in two years.] Hence the advent of sacked grain promises to stimulate increasing exports, just as it has everywhere else.

\$125,000 FOR TERMINAL SACKING

One of the largest grain sacking batteries in Canada is to be installed by the Alberta Wheat Pool at its Vancouver terminal elevators—to cost \$125,000. Six machines, each with a possible capacity of 25 tons per hour will be installed, and a 240x60 ft. sacked storage warehouse erected.

The Pacific Elevators, Ltd., here and the Midland-Pacific Elevator at No. Vancouver are currently capable of handling a large tonnage daily.

TERMINAL INSTALLS FEED MILL

Marking another innovation which many terminals have adopted of late, the Wichita (Ks.) Terminal Elevator Co. has installed a feed mill in its old corn drier plant and is manufacturing formula feeds of all kinds. The unit has 150 sacks an hour capacity, according to Paul Ross, president.

PRIORITIES GRANTED

Priorities have been granted for a \$225,000 addition to the Port of Longview (Wn.) terminal which will increase storage facilities by 1,000,000 bu. Present capacity is 375,000 bu. The Continental Grain Co. leases the premises.

MORE STORAGE FOR SOY PLANT

An additional 1,000,000 bu. storage addition is to be erected at General Mills' soybean processing plant at Belmond, Iowa, with the help of townspeople who have volunteered to help on the job. Previously a head house and 500,000 bu. storage were completed.

BORDEN TO ADD TERMINAL

Just as soon as priorities are received work will commence on a terminal storage elevator for the Soy Bean Processing Co., at Waterloo, Iowa, a division of the Borden Co. of New York. This will give the plant close to a million bushels capacity.

NEW TERMINAL ABOUT READY

The Alva (Okla.) Terminal Elevator is rapidly nearing completion, according to an announcement from K. P. Aitken, president of the elevator board. Mr. Ernest J. Minshall has been named manager.

NEW FEED PLANT

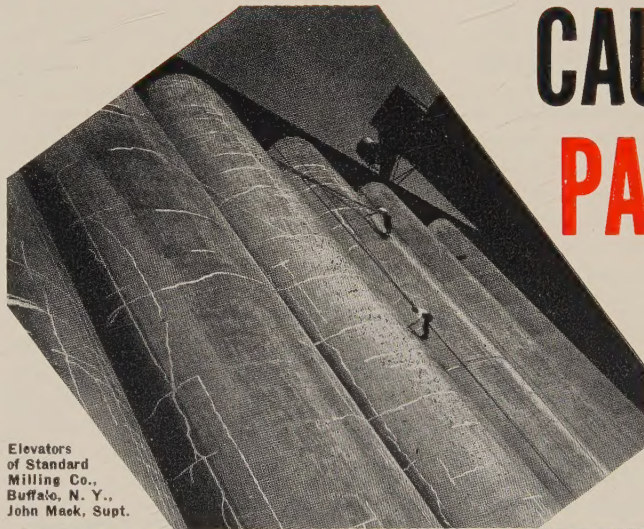
A new six-story steel construction feed mill is being erected by the St. Lawrence Flour Mills Co., Ltd., Montreal. Scheduled for completion by September, the plant will have 150 tons daily capacity.

In addition a 300,000 bu. wheat storage annex is being added.

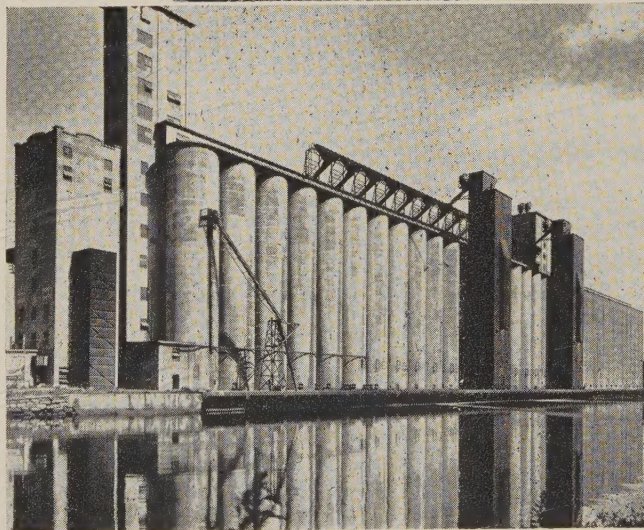
TO BOOST CAPACITY

Plans have been made to enlarge the Thomas Page Mill of Topeka, Kan., recently acquired by the Ismert-Hincke Milling Co. of Kansas City, from 2,000, sacks to 3,000 sacks per day.

WATERPROOFING CAULKING PAINTING



Elevators of Standard Milling Co., Buffalo, N. Y., John Maek, Supt.



THIS job done by world's famous LeMere's Steeple Jack Service, using waterproofing and Cartacaulk — products of The Supreme Paint Company, Cleveland, Ohio.

WE FEATURE straight chair work, instead of heavy scaffolding, and stages. More actual work and less rigging time. All work guaranteed. Fully insured. Go anywhere.

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THE SUPREME PAINT COMPANY, CLEVELAND 3, OHIO

The Supreme Paint Company, Buffalo Branch, 111 Dartmouth Ave. Phone Parkside 6328

THE Superintendents

DOUGHTEN SUCCEEDS WILLIS

J. Harmon Doughten succeeds Vern Willis as mill superintendent of Kasco Mills' Toledo feed manufacturing plant. Earl Jackson has been named warehouse manager, the position Mr. Doughten most recently held and one of many during his past 13 years with the company.

WANTS TO SEE MORE SUPERS

I trust we may all see many more of the active Superintendents in print in "GRAIN", and as time passes to enjoy the personal acquaintance of more than I yet know—Earl R. Evans, Evans Elevator Co., Champaign, Ill. [Ed.: Obtaining clear black and white head pictures of many Supers we'd like to see in print is an unending job, but we're still trying.]

DANIELS, HESTER OUT

M. J. Daniels is no longer with us, now working in a defense plant somewhere in Wisconsin, and Homer Hester left to operate a feed store in Rosedale, Kan. The writer would like to have his name placed on your subscription list. You may send invoice for two years' subscription.—R. K. Durham, Supt., Rodney Milling Co., Kansas City.

Hunzeker Dead, Edwards Gone

Mail addressed to Mr. A. L. Hunzeker, formerly superintendent of one of Pikes Peak Grain Co.'s terminals in Denver has just been returned marked "Deceased."

Mail addressed to Mr. John Edwards, superintendent of another of this company's terminals has just been returned marked "Living in California".

MEEKER TO ARCADY

Lawrence A. Meeker has recently joined Arcady Farms Milling Co. as Assistant Safety Director. He represented Plant Manager Gil Lane at the recent executive meeting of the National Safety Council's Food Section wherein Mr. Lane is chairman of the Data Sheet and Instruction Card Committee.

MURDOCK McKAY RETIRES

Murdock McKay, long Superintendent of the United Grain Growers Terminals, Ltd., Fort William, retired recently. He is succeeded by George McKay. Mr. Murdock McKay has long been an ardent member of the Superintendents' Society.

CROCKETT SUCCEEDS BROWN

E. D. Crockett succeeds James L. Brown as Elevator Superintendent for the Larabee Flour Mills in North Kansas City, according to word from SOGES Chapter Secretary John J. Blowers. Jim Brown is now associated with the Shellabarger interests in Salina, as previously reported.

SYMPATHIES TO LOU AMBLER

Our sympathies to Lou Ambler of Omaha, whose mother passed away this month. Lou was formerly Elevator Superintendent for the Glidden Co. and became president of the Chicago SOGES Chapter. Now he is stationed in Omaha for the Richardson Scale Co.



Enlist Your Idle Equipment In This War!

If you have idle equipment or machinery you can make available—sell it to some other reader.

The demand for equipment to handle and process grain in our war production plants far exceeds the normal supply. In response to this urgent need, many readers are making their contribution to the war by selling idle machines. In return, they get a generous check that adds to their income—and enjoy the satisfaction of extending a helping hand to a brother operator.

Rates: 5c per word per insertion; minimum \$1.00. Blind ads 25c per insertion extra. 7 words to the line.

"GRAIN"

2800 BOARD OF TRADE

Chicago 4 - - - Illinois



Leaves Hutchinson

Fred Klies, long Superintendent of the Kansas Grain Co.'s terminal at Hutchinson, has moved to Kansas City.

KINMAN TO COLUMBUS

Carl E. Kinman, formerly U. S. Registrar at Cargill's Maumee (O.) terminal, will assume the duties of Superintendent of the new terminal elevator being rushed to completion in Columbus (O.) for the Ohio Farm Bureau Co-op. Ass'n. The 780,000 bu. plant is to be ready to handle new crop wheat. An additional 750,000 bu. will be added just as soon as construction is not so difficult.

The new plant will be fully equipped with a full line of modern machinery as to its operation, also cleaners, and a direct heat drier. All commodities of grain will be handled and stored.

Carl was with Bartlett-Frazier Co. of Omaha for 10 years, and for the past five has served as Federal Registrar under the provisions of the federal warehouse act at Cargill's Maumee plant.

PHIL OSZUSCIK DIES

Philip G. Oszusick, superintendent of Cargill's Elevator K in Superior, passed away on March 17, death striking without warning as the result of a heart ailment of which he was completely unaware.

Born on Dec. 18, 1896, in Perham, Minn., Phil joined Cargill, Inc., in 1922 as a grain shoveler. There he worked his way up through the ranks until he attained his goal, a superintendency. When Cargill built the elevator in Omaha in 1930, Phil was placed in charge. In 1935 he was transferred to the Chicago elevator, and in 1936 he came back to his first love, Elevator K.

CHANGES OF ADDRESS, PERSONNEL

Readers of GRAIN are urged to keep us posted on changes in addresses and in personnel. If this copy of GRAIN was incorrectly addressed won't you please advise us right now? Thanks. A post card will do.

LE MERE TO BUFFALO

Word received from Mr. E. T. LeMere, head of LeMere's Steeple Jacks, advises that he has moved his business headquarters from Minneapolis to 257 Delaware Avenue, Buffalo. Mr. LeMere recently completed a waterproofing job on John Mack's plant in the latter city.

JOHN BUSH BACK

John S. Bush, formerly of Kingston, Ont., a frequent contributor to these columns in years gone by, has returned from his war assignment with the Royal Canadian Air Force and says: "I'm ready to go to work again in the mechanical department of some grain handling or processing plant." His current address is c/o W. F. Price, 625 Millwood Road, Toronto.

CHANGES AT UNIVERSAL

Raymond T. Baker, general superintendent of production of the Universal Mills, Fort Worth, has been promoted to vice president in charge of grain purchasing, succeeding the late A. A. Hart. He is succeeded by Earl Careathers, formerly superintendent of the firm's flour mill.

J. "Max" Thomason succeeds Mr. Careathers, and Finis Hussey is the new feed mill superintendent.

FROM TEXAS TO WASHINGTON

New elevator superintendent for the Fisher Flouring Mills of Seattle is Lee McGlasson, formerly with the Burrus Mill at Kingfisher, Okla.

Can't Miss Monthly Meeting

Progress in the Chicago SOGES Chapter must be developing satisfactorily, as according to reports in a recent issue of GRAIN the Westinghouse meeting really was a dandy. Glad to hear it. I know from past experience as chapter president that it does not pay to miss having meetings once each month. Give my best to all the boys.—Lou Ambler, Richardson Scale Co., Omaha, Neb.

Hurrah, Another Badge Returned

Pretty soon, at the rate SOGES convention identification badges are being returned, it will be possible to hold another convention (after the war). A least Harold Wilber of A. E. Staley Mfg. Co., Decatur, returned his washable, re-usable badge. Thanks.

"Kiss the American flag each morning, and also the bed you sleep in!"—Message of Brooklyn G. I. on Leyte to the home front.

HAPPY BIRTHDAY

Birthday greetings this month to go: (5th) Chester J. Alger, Corn Products Refining Co., Argo, Ill.;

10—Gilbert P. Lane, Arcady Farms Milling Co., Chicago

11—Paul E. Blodget, Wiedlocher & Sons, Springfield, Ill.

15—Herman Peterson, Van Dusen-Harrington Co.,—Minneapolis, and

31—W. Dean Keefer, Lumbermens Mutual Casualty Co., Chicago.

WINDY CITY VISITORS

Visitors to the Windy City of late included: George Steel of Ralston-Purina Co. and Ray Seeker of Anheuser-Busch, Inc., both of St. Louis; Don Hansen of International Milling Co., Minneapolis, and Paul Schuler of Thomas Hamm Brewing Co., St. Paul; Harry J. Aldrich of Spencer Kellogg & Sons, Buffalo; V. L. McMullen of the Clinton (Ia.) Co., and William Scates of Alberts Milling Co., Oconomowoc, Wis.

EXPECTS CONVENTION OKAY SOON

From all reports I hear that conventions probably will be allowed some time during the late summer or fall. No doubt the SOGES officers are up on this and lets hope they have plans for meeting as soon as it is permitted.—Edward E. Frauenheim Jr., G. J. Meyer Malt & Grain Corp., Buffalo.

It's too bad a girl can't get married without dragging some innocent man to the altar with her.

Our idea of the meanest man is the barber who puts hair restorer in his shaving cream.



"Beginning now, I deliver your paper to-day and salvage it to-morrow!"

Superintendent Available

THOROUGHLY VERSED SUPERINTENDENT available for employment. Currently employed. Best references. Will move any place. Address 5F1, % "GRAIN," 2800 Board of Trade, Chicago 4, Ill.

Two Weighers Wanted

Want two competent, experienced weighers soon as possible. Good pay. Write or wire A. C. Benson, Houston Milling Co., Texas City, Texas.

EXPERIENCED SUPERINTENDENT AVAILABLE

TERMINAL ELEVATOR SUPERINTENDENT wants position. 25 years' experience handling grains. Good health. References furnished. Address B1E, % GRAIN, 2800 Board of Trade, Chicago 4, Ill.

Able Superintendent Available

ABLE SOYBEAN PLANT Superintendent with wide experience is available for employment. Age 32, 6 ft. tall, of German descent, with no physical or organic defects, have best of references. Selective Service classification 2-A. Married, with two children, 5 and 7.—Herbert R. Kamper, Box 351, Redfield, Iowa.

PINNED BENEATH SACKS

A stack of feed bags toppled from a conveyor pinning George Reed of Meyer Milling Co., Lexington, Neb., to the machine. Extricated by fellow workers before the arrival of the fire department's first-aid squad, he was taken to the hospital with a dislocated collarbone. His co-worker received painful bruises.

Suit For Accidental Death

Alleging the boom which fell and killed Charles Wendelen was "defective and improperly attached" to the elevator leg, his widow has filed suit on behalf of herself and their two children for \$130,000. The accident occurred last November on a barge from which grain was being unloaded in Buffalo.

TO ADD STORAGE

A 500,000 bu. annex is to be added to the terminal operated by the Indiana Grain Co-op. in Indianapolis.

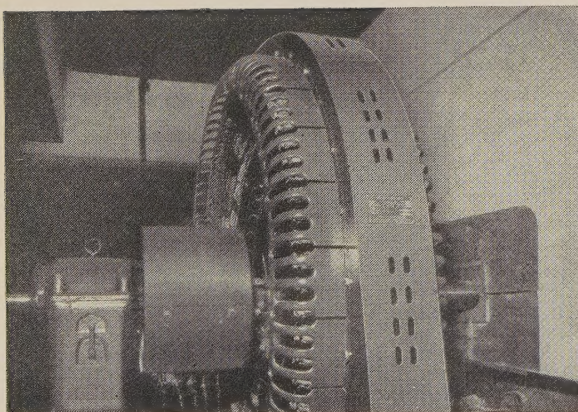
FLOUR MILL INTO FEEDS

Purchasers of the Beloit (Ks.) Milling Co.'s flour mill will convert it into a feed manufacturing plant, according to John L. Schulte, manager of the Mitchell County Union, the buyers.

MILL TO TURKEY PLANT

The Wisconsin Milling Co.'s flour mill will be transformed into a turkey processing plant by mid-summer, the two lower floors being used for processing and the two upper floors to house a hatchery for turkey eggs.

need more **STARTING** torque?



This 350 hp, 200 rpm Simplex synchronous motor provides high starting and pull-in torque with low starting current. It's simple and accessible—easy to install, maintain and repair. No clutch is needed, yet acceleration of the flour mill lineshaft is smooth and efficient, with less slippage or throwing of belts.

When you start your mill fully loaded does your main drive balk? Then you need a Westinghouse Simplex synchronous motor. Its high starting torque, high power factor and high efficiency are made to order for flour mill service.

In the average mill, two-thirds of the load is friction; it's easy to see why starting torque may be *twice* the normal running torque. The Simplex motor takes this in stride, whether direct-connected to low-speed lineshafting or rev'd down through a Westinghouse speed reducer. Result? You'll get less slippage—less belt throwing—less down time.

But that's not the only way the Simplex motor will cut your production costs. You'll pay less for power—and less for maintenance and repairs. Uninterrupted constant speed operation gives you a more uniform product—and *more of it*. For the complete story, call your nearest Westinghouse representative. Westinghouse Electric & Manufacturing Company, P. O. Box 868, Pittsburgh 30, Pa.

J-94664



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